

How to Read this Crosstab

The data in this crosstab is weighted by RTPO, age and gender to reflect the statewide voter population. To read more about the weighting, see **Section 11.3 Weighting** in the Survey Report.

This crosstab shows the results for each survey question both overall (statewide) and by key subgroups. The survey questions are on the left and the demographic and other key subgroups are across the top. For the complete text of the survey questions, see **Section 13 Toplines** in the Survey Report.

To find the results for specific questions for a specific subgroup (e.g. women, residents who support new revenue):

1. Read down the left side of the table until you find the question you are interested in.
2. Read across the table until you find the column for the subgroup you are interested in.
3. The intersection of the Row and Column show the results for that question for that subgroup.

The numbers and percentages in the "All" columns show the statewide results. Subsequent columns show the results for that particular subgroup. Percentages for each question add up vertically to 100%. By reading across the rows for a question, you can compare the results from different subgroups.

Example: The numbers highlighted in yellow show in the Peninsula RTPO, 2% of residents would give the WA State Transportation System an "A" grade. By contrast, in the SWRTC RTPO 6% (red highlight) would give the Transportation System an "A"

| | | N | % | RTPO | | | | | | | | | | | | | | |
|---|-----------------|---|---|-----------------------------------|-----|-------|--------|--------|------|-------|---------|------|-----|------|---------|-------|------|---|
| | | | | BFW | NE | N. | Palous | Penins | PSR | QuadC | Skagit/ | Spok | SW | SW | Thursto | Whatc | Yaki | |
| | | | | W | WA | Centr | e | ula | C | o | Isl | ane | RTC | RTPO | n | om | ma | |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % | |
| Number of cases | | 7897 | | 364 | 68 | 183 | 95 | 477 | 4011 | 183 | 239 | 541 | 528 | 305 | 295 | 233 | 277 | Weighted # of interviews by subgroup (RTPO) |
| Row percent | | | 100% | 5% | 1% | 2% | 1% | 6% | 51% | 2% | 3% | 7% | 7% | 4% | 4% | 3% | 4% | Weighted % of interviews by subgroup (RTPO) |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 3% | 2% | 2% | 1% | 2% | 2% | 3% | 2% | 4% | 6% | 3% | 4% | 2% | 2% | |
| | B Above Average | 1875 | 24% | 43% | 16% | 30% | 33% | 28% | 19% | 21% | 30% | 26% | 29% | 23% | 26% | 30% | 27% | |
| | C Average | 3566 | 45% | 45% | 51% | 54% | 51% | 44% | 43% | 57% | 43% | 45% | 53% | 47% | 44% | 46% | 50% | |
| | D Below Average | 1637 | 21% | 6% | 12% | 9% | 12% | 19% | 26% | 15% | 19% | 18% | 9% | 19% | 20% | 12% | 17% | |
| | F Failing | 538 | 7% | 1% | 12% | 2% | 2% | 6% | 9% | 3% | 5% | 6% | 1% | 6% | 5% | 8% | 2% | |
| | Not sure | 102 | 1% | 2% | 7% | 2% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 3% | 1% | |
| | | Weighted # of responses for each answer | Weighted % of responses for each answer | Columns add up to 100% vertically | | | | | | | | | | | | | | |

Weighted # of interviews by subgroup (RTPO)

Weighted % of interviews by subgroup (RTPO)

Columns add up to 100% vertically

Weighted # of responses for each answer

Weighted % of responses for each answer

How to Read a Means Table

Reading Means Tables uses the same approach as reading a cross tab except that the data you get is different - instead of a percentage, a Means Table shows the average of all the responses for a particular question. In the example below, for Q1 which asks "Rating: WA Transportation System overall" the average, or mean, statewide response is 2.08 (yellow highlight) on a 1 to 5 scale. The average response in QuadCo is 2.13 (red highlight) on a 4 point scale.

| Means | | | | | | | | | | | | | | | | |
|---|---------------------------|------|-------|-------------|----------|------------|-------|-----------------------------------|-------------|----------|--------|----------|-----------|----------|---------|---|
| | All | RTPO | | | | | | | | | | | | | | |
| | | BFWW | NE WA | N. Centra l | Palou se | Penins ula | PSRC | Quad Co | Skagit/ Isl | Spoka ne | SW RTC | SW RTP O | Thurst on | Whatco m | Yakim a | |
| Number of cases | 7897 | 364 | 68 | 183 | 95 | 477 | 4011 | 183 | 239 | 541 | 528 | 305 | 295 | 233 | 277 | Weighted # of interviews by subgroup (RTPO) |
| Row percent | 100.0% | 4.7% | .9% | 2.3% | 1.2% | 6.1% | 51.4% | 2.3% | 3.1% | 6.9% | 6.8% | 3.9% | 3.8% | 3.0% | 3.6% | Weighted % of interviews by subgroup (RTPO) |
| 1. Rating: WA Transportation System overall | 2.08 | 2.44 | 2.11 | 2.26 | 2.23 | 2.13 | 1.96 | 2.13 | 2.16 | 2.17 | 2.32 | 2.12 | 2.14 | 2.24 | 2.14 | |
| 2. Rating: Your Local Transportation System | 1.99 | 2.29 | 1.84 | 2.25 | 2.25 | 1.98 | 1.93 | 1.93 | 2.24 | 1.77 | 2.09 | 1.85 | 2.20 | 2.32 | 1.82 | |
| 3. Rating: State giving your area it | 1.94 | 1.91 | 1.65 | 1.93 | 1.70 | 1.91 | 2.03 | 1.90 | 1.82 | 1.53 | 1.97 | 1.75 | 2.11 | 2.06 | 1.56 | |
| | Mean for for entire state | | | | | | | Mean for for each subgroup (RTPO) | | | | | | | | |

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Means

| | |
|---|-----|
| Gender, Age | 27 |
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| | | N | % | Gender | | | Age range | | | |
|--|------------|------|------|--------|--------|------|-----------|-------|------|------|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 3668 | 3985 | 244 | 1543 | 2415 | 3390 | 549 |
| Row percent | | | 100% | 46% | 50% | 3% | 20% | 31% | 43% | 7% |
| Gender | Male | 3668 | 46% | 100% | 0% | 0% | 39% | 44% | 54% | 33% |
| | Female | 3985 | 50% | 0% | 100% | 0% | 59% | 54% | 45% | 40% |
| | NA | 244 | 3% | 0% | 0% | 100% | 2% | 1% | 1% | 27% |
| Age range | 18-34 | 1543 | 20% | 16% | 23% | 15% | 100% | 0% | 0% | 0% |
| | 35-54 | 2415 | 31% | 29% | 33% | 14% | 0% | 100% | 0% | 0% |
| | 55+ | 3390 | 43% | 50% | 39% | 11% | 0% | 0% | 100% | 0% |
| | NA | 549 | 7% | 5% | 6% | 60% | 0% | 0% | 0% | 100% |
| Gender by Age | M <35 | 596 | 8% | 16% | 0% | 0% | 39% | 0% | 0% | 0% |
| | F <35 | 910 | 12% | 0% | 23% | 0% | 59% | 0% | 0% | 0% |
| | M 35-54 | 1069 | 14% | 29% | 0% | 0% | 0% | 44% | 0% | 0% |
| | F 35-54 | 1312 | 17% | 0% | 33% | 0% | 0% | 54% | 0% | 0% |
| | M 55+ | 1821 | 23% | 50% | 0% | 0% | 0% | 0% | 54% | 0% |
| | F 55+ | 1541 | 20% | 0% | 39% | 0% | 0% | 0% | 45% | 0% |
| | NA | 647 | 8% | 5% | 6% | 100% | 2% | 1% | 1% | 100% |
| Ethnicity | White | 5978 | 79% | 80% | 81% | 24% | 78% | 76% | 85% | 60% |
| | Non-white | 654 | 9% | 8% | 9% | 13% | 12% | 11% | 6% | 8% |
| | Refused | 900 | 12% | 12% | 10% | 63% | 9% | 13% | 10% | 32% |
| HH Income | <\$50K | 1869 | 25% | 21% | 28% | 26% | 30% | 19% | 27% | 18% |
| | \$50K+ | 4318 | 57% | 61% | 54% | 24% | 57% | 64% | 54% | 39% |
| | Ref inc | 1406 | 19% | 17% | 18% | 50% | 13% | 18% | 18% | 43% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 52% | 62% | 50% | 57% | 51% | 60% | 58% |
| | 10K+ miles | 3236 | 41% | 47% | 35% | 38% | 39% | 47% | 38% | 37% |
| | Not sure | 174 | 2% | 1% | 3% | 12% | 3% | 2% | 2% | 5% |

| | | N | % | Gender | | | Age range | | | |
|---|--------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 28% | 31% | 32% | 40% | 31% | 25% | 24% |
| | Suburban | 2456 | 31% | 33% | 30% | 30% | 34% | 34% | 28% | 26% |
| | Rural | 3094 | 39% | 39% | 40% | 39% | 26% | 35% | 46% | 51% |
| Education | Did not graduate college | 3030 | 42% | 42% | 42% | 39% | 46% | 41% | 42% | 34% |
| | Graduated college' | 4182 | 58% | 58% | 58% | 61% | 54% | 59% | 58% | 66% |

| | | N | % | Gender | | | Age range | | | |
|--|--------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Benton | 223 | 3% | 3% | 3% | 5% | 3% | 2% | 3% | 2% |
| | Chelan | 94 | 1% | 1% | 1% | 2% | 2% | 1% | 1% | 2% |
| | Clallam | 44 | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 2% |
| | Clark | 495 | 6% | 6% | 6% | 8% | 7% | 6% | 6% | 5% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 1% |
| | Douglas | 52 | 1% | 1% | 1% | 2% | 0% | 1% | 1% | 1% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 0% |
| | Grays Harbor | 69 | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% |
| | Island | 126 | 2% | 2% | 2% | 1% | 0% | 1% | 2% | 4% |
| | Jefferson | 47 | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 2% |
| | King | 2702 | 35% | 33% | 36% | 28% | 39% | 38% | 30% | 36% |
| | Kitsap | 356 | 5% | 5% | 5% | 2% | 3% | 4% | 5% | 11% |
| | Kittitas | 67 | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 1% |
| | Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Lewis | 82 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 0% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mason | 30 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 1% |
| | Okanogan | 36 | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 9% | 8% | 10% | 9% | 9% | 7% | 6% |
| | San Juan | 91 | 1% | 1% | 1% | 0% | 0% | 0% | 2% | 3% |
| | Skagit | 22 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Snohomish | 662 | 8% | 8% | 8% | 10% | 9% | 10% | 7% | 8% |
| | Spokane | 541 | 7% | 7% | 6% | 13% | 8% | 6% | 7% | 6% |
| | Stevens | 53 | 1% | 1% | 0% | 1% | 0% | 0% | 1% | 0% |
| | Thurston | 295 | 4% | 4% | 4% | 1% | 5% | 3% | 4% | 1% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | N | % | Gender | | | Age range | | | |
|---|----------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| RTPO | Walla Walla | 76 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | Whatcom | 233 | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 2% |
| | Whitman | 62 | 1% | 1% | 1% | 0% | 2% | 1% | 1% | 0% |
| | Yakima | 277 | 4% | 4% | 3% | 0% | 2% | 3% | 5% | 1% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 5% | 0% | 0% | 0% | 2% |
| | | | | | | | | | | |
| | BFWW | 364 | 5% | 5% | 4% | 5% | 5% | 4% | 5% | 3% |
| | NE WA | 68 | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 0% |
| | N. Central | 183 | 2% | 2% | 2% | 5% | 2% | 2% | 3% | 3% |
| | Palouse | 95 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 0% |
| | Peninsula | 477 | 6% | 6% | 6% | 3% | 3% | 5% | 7% | 16% |
| | PSRC | 4011 | 51% | 50% | 52% | 50% | 57% | 57% | 45% | 51% |
| | QuadCo | 183 | 2% | 2% | 3% | 0% | 0% | 3% | 3% | 1% |
| | Skagit/Isi | 239 | 3% | 3% | 3% | 2% | 1% | 2% | 4% | 8% |
| | Spokane | 541 | 7% | 7% | 6% | 14% | 8% | 6% | 7% | 7% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | SW RTC | 528 | 7% | 7% | 7% | 8% | 7% | 6% | 7% | 6% |
| | SW RTPO | 305 | 4% | 4% | 4% | 5% | 2% | 4% | 5% | 2% |
| | Thurston | 295 | 4% | 4% | 4% | 1% | 5% | 3% | 4% | 1% |
| | Whatcom | 233 | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 2% |
| | Yakima | 277 | 4% | 4% | 3% | 0% | 2% | 3% | 5% | 1% |
| | | | | | | | | | | |
| | A Excellent | 179 | 2% | 3% | 2% | 2% | 4% | 2% | 2% | 2% |
| | B Above Average | 1875 | 24% | 25% | 23% | 16% | 23% | 22% | 26% | 22% |
| | C Average | 3566 | 45% | 43% | 47% | 38% | 44% | 45% | 47% | 43% |
| | D Below Average | 1637 | 21% | 20% | 20% | 29% | 21% | 23% | 19% | 22% |
| | F Failing | 538 | 7% | 7% | 6% | 14% | 6% | 8% | 6% | 10% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% |

| | | N | % | Gender | | | Age range | | | |
|---|-------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 28% | 25% | 18% | 27% | 24% | 28% | 24% |
| | C=Average | 3566 | 45% | 43% | 47% | 38% | 44% | 45% | 47% | 43% |
| | D/F=Below Average | 2175 | 28% | 27% | 27% | 44% | 28% | 31% | 25% | 32% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 3% | 2% | 2% | 4% | 2% | 2% | 2% |
| | B Above Average | 1560 | 20% | 21% | 19% | 18% | 19% | 19% | 20% | 21% |
| | C Average | 3298 | 42% | 41% | 43% | 40% | 42% | 42% | 42% | 41% |
| | D Below Average | 2058 | 26% | 25% | 27% | 23% | 23% | 26% | 27% | 26% |
| | F Failing | 733 | 9% | 10% | 9% | 16% | 11% | 10% | 8% | 9% |
| | Not sure | 39 | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 1% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 24% | 21% | 20% | 23% | 22% | 22% | 23% |
| | C=Average | 3298 | 42% | 41% | 43% | 40% | 42% | 42% | 42% | 41% |
| | D/F=Below Average | 2791 | 35% | 35% | 36% | 39% | 34% | 36% | 35% | 35% |
| | Not sure | 39 | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 1% |

| | | N | % | Gender | | | Age range | | | |
|--|-------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 3% | 2% | 2% | 5% | 2% | 2% | 1% |
| | B Above Average | 1105 | 14% | 14% | 14% | 11% | 13% | 14% | 14% | 14% |
| | C Average | 2878 | 36% | 36% | 37% | 36% | 36% | 37% | 36% | 36% |
| | D Below Average | 1874 | 24% | 24% | 24% | 24% | 20% | 24% | 25% | 25% |
| | F Failing | 888 | 11% | 12% | 10% | 16% | 11% | 12% | 11% | 12% |
| | Not sure | 940 | 12% | 11% | 13% | 10% | 14% | 11% | 12% | 12% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 17% | 16% | 14% | 19% | 16% | 16% | 15% |
| | C=Average | 2878 | 36% | 36% | 37% | 36% | 36% | 37% | 36% | 36% |
| | D/F=Below Average | 2761 | 35% | 36% | 34% | 41% | 31% | 36% | 36% | 37% |
| | Not sure | 940 | 12% | 11% | 13% | 10% | 14% | 11% | 12% | 12% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 28% | 31% | 13% | 30% | 28% | 30% | 26% |
| | Somewhat Agree | 2581 | 33% | 30% | 35% | 23% | 32% | 32% | 34% | 27% |
| | Somewhat Disagree | 1360 | 17% | 18% | 16% | 26% | 17% | 18% | 17% | 17% |
| | Strongly Disagree | 1284 | 16% | 20% | 12% | 33% | 15% | 17% | 15% | 26% |
| | Not sure | 370 | 5% | 3% | 6% | 4% | 6% | 5% | 4% | 4% |

| | | N | % | Gender | | | Age range | | | |
|---|---------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 58% | 67% | 36% | 62% | 60% | 64% | 53% |
| | Disagree | 2644 | 33% | 38% | 27% | 60% | 32% | 35% | 32% | 43% |
| | Not sure | 370 | 5% | 3% | 6% | 4% | 6% | 5% | 4% | 4% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 20% | 18% | 10% | 20% | 17% | 20% | 16% |
| | Somewhat Support | 2526 | 32% | 30% | 35% | 17% | 31% | 32% | 33% | 28% |
| | Somewhat Oppose | 1331 | 17% | 15% | 18% | 20% | 19% | 17% | 17% | 14% |
| | Strongly Oppose | 2293 | 29% | 33% | 25% | 50% | 26% | 31% | 27% | 40% |
| | Not sure | 271 | 3% | 3% | 4% | 2% | 5% | 3% | 4% | 3% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 50% | 53% | 27% | 50% | 49% | 53% | 44% |
| | Oppose | 3624 | 46% | 48% | 43% | 70% | 45% | 48% | 43% | 54% |
| | Not sure | 271 | 3% | 3% | 4% | 2% | 5% | 3% | 4% | 3% |

| | | N | % | Gender | | | Age range | | | |
|---|---------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 13% | 10% | 5% | 12% | 11% | 11% | 9% |
| | Somewhat Support | 1651 | 21% | 21% | 22% | 13% | 21% | 21% | 21% | 16% |
| | Somewhat Oppose | 1514 | 19% | 18% | 21% | 12% | 20% | 19% | 20% | 15% |
| | Strongly Oppose | 3585 | 45% | 46% | 44% | 69% | 41% | 47% | 45% | 57% |
| | Not sure | 280 | 4% | 3% | 4% | 2% | 5% | 3% | 3% | 3% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Support | 2519 | 32% | 33% | 31% | 18% | 33% | 32% | 32% | 25% |
| | Oppose | 5098 | 65% | 64% | 64% | 81% | 62% | 65% | 64% | 72% |
| | Not sure | 280 | 4% | 3% | 4% | 2% | 5% | 3% | 3% | 3% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 1% | 3% | 1% | 2% | 2% | 2% | 1% |
| | Somewhat Support | 1173 | 22% | 20% | 24% | 10% | 21% | 20% | 24% | 16% |
| | Somewhat Oppose | 1329 | 25% | 23% | 27% | 18% | 28% | 25% | 24% | 22% |
| | Strongly Oppose | 2561 | 48% | 52% | 42% | 68% | 43% | 49% | 46% | 59% |
| | Not sure | 200 | 4% | 3% | 4% | 2% | 6% | 3% | 3% | 2% |

| | | N | % | Gender | | | Age range | | | |
|--|------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 7. | Support | 1290 | 24% | 21% | 27% | 11% | 24% | 23% | 26% | 17% |
| Support/Oppose: | Oppose | 3889 | 72% | 75% | 68% | 87% | 70% | 74% | 70% | 81% |
| What if it cost the average Washington family like yours an additional \$15 a month? | Not sure | 200 | 4% | 3% | 4% | 2% | 6% | 3% | 3% | 2% |
| 8. | Strongly Support | 66 | 2% | 1% | 2% | 1% | 1% | 1% | 2% | 2% |
| Support/Oppose: | Somewhat Support | 854 | 21% | 17% | 25% | 13% | 22% | 21% | 21% | 17% |
| What if it cost the average Washington family like yours an additional \$7.50 a month? | Somewhat Oppose | 927 | 23% | 23% | 24% | 12% | 22% | 22% | 24% | 19% |
| | Strongly Oppose | 2046 | 50% | 55% | 44% | 68% | 46% | 52% | 49% | 58% |
| | Not sure | 196 | 5% | 4% | 5% | 6% | 9% | 4% | 4% | 3% |
| 8. | Support | 920 | 22% | 18% | 28% | 14% | 24% | 22% | 23% | 20% |
| Support/Oppose: | Oppose | 2973 | 73% | 78% | 67% | 80% | 68% | 74% | 73% | 77% |
| What if it cost the average Washington family like yours an additional \$7.50 a month? | Not sure | 196 | 5% | 4% | 5% | 6% | 9% | 4% | 4% | 3% |
| 9. Final: % of need funded: | 0-9 | 1758 | 22% | 22% | 21% | 44% | 20% | 22% | 22% | 30% |
| Preservation/maintenance of existing transportation system | 10-19 | 564 | 7% | 6% | 8% | 9% | 7% | 6% | 7% | 10% |
| | 20-29 | 830 | 11% | 10% | 11% | 6% | 10% | 10% | 11% | 12% |
| | 30-39 | 529 | 7% | 6% | 7% | 5% | 4% | 7% | 8% | 5% |
| | 40-49 | 494 | 6% | 6% | 7% | 5% | 6% | 6% | 6% | 7% |
| | 50-59 | 1055 | 13% | 13% | 14% | 11% | 15% | 13% | 13% | 10% |
| | 60-69 | 332 | 4% | 4% | 4% | 2% | 4% | 5% | 4% | 3% |
| | 70-79 | 467 | 6% | 6% | 6% | 3% | 8% | 6% | 5% | 5% |
| | 80-89 | 232 | 3% | 3% | 2% | 6% | 4% | 3% | 3% | 3% |
| | 90-100 | 1636 | 21% | 23% | 19% | 9% | 22% | 22% | 20% | 16% |

| | | N | % | Gender | | | Age range | | | |
|--|--------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 42% | 46% | 61% | 41% | 44% | 45% | 55% |
| | 10-19 | 909 | 12% | 11% | 12% | 8% | 12% | 10% | 12% | 10% |
| | 20-29 | 947 | 12% | 12% | 12% | 4% | 11% | 12% | 13% | 12% |
| | 30-39 | 503 | 6% | 6% | 7% | 6% | 6% | 7% | 7% | 5% |
| | 40-49 | 318 | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 3% |
| | 50-59 | 672 | 9% | 10% | 8% | 5% | 11% | 8% | 8% | 8% |
| | 60-69 | 170 | 2% | 2% | 2% | 3% | 3% | 2% | 2% | 1% |
| | 70-79 | 208 | 3% | 3% | 2% | 3% | 5% | 2% | 2% | 1% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% |
| | 90-100 | 565 | 7% | 9% | 6% | 5% | 8% | 9% | 7% | 4% |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 44% | 34% | 63% | 33% | 40% | 41% | 48% |
| | 10-19 | 589 | 7% | 7% | 8% | 5% | 6% | 6% | 9% | 9% |
| | 20-29 | 592 | 7% | 7% | 8% | 6% | 7% | 7% | 8% | 6% |
| | 30-39 | 359 | 5% | 4% | 5% | 3% | 4% | 3% | 6% | 5% |
| | 40-49 | 299 | 4% | 3% | 4% | 3% | 4% | 4% | 3% | 4% |
| | 50-59 | 624 | 8% | 6% | 10% | 2% | 9% | 7% | 8% | 6% |
| | 60-69 | 180 | 2% | 2% | 3% | 1% | 1% | 3% | 2% | 2% |
| | 70-79 | 300 | 4% | 3% | 4% | 1% | 5% | 4% | 3% | 2% |
| | 80-89 | 177 | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 3% |
| | 90-100 | 1676 | 21% | 21% | 22% | 14% | 27% | 24% | 18% | 15% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 55% | 49% | 68% | 39% | 51% | 58% | 63% |
| | 10-19 | 636 | 8% | 7% | 9% | 8% | 10% | 6% | 9% | 7% |
| | 20-29 | 486 | 6% | 5% | 7% | 7% | 7% | 6% | 6% | 6% |
| | 30-39 | 210 | 3% | 2% | 3% | 1% | 3% | 3% | 2% | 1% |
| | 40-49 | 151 | 2% | 2% | 2% | 1% | 1% | 2% | 2% | 2% |
| | 50-59 | 369 | 5% | 5% | 5% | 2% | 5% | 5% | 5% | 4% |
| | 60-69 | 93 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | 70-79 | 126 | 2% | 1% | 2% | 1% | 2% | 2% | 1% | 1% |
| | 80-89 | 85 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% |
| | 90-100 | 1602 | 20% | 21% | 20% | 11% | 29% | 23% | 15% | 14% |

| | | N | % | Gender | | | Age range | | | |
|---|--|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 47% | 42% | 62% | 42% | 50% | 43% | 48% |
| | 10-19 | 838 | 11% | 9% | 12% | 8% | 12% | 8% | 12% | 9% |
| | 20-29 | 702 | 9% | 8% | 9% | 9% | 8% | 8% | 10% | 8% |
| | 30-39 | 375 | 5% | 4% | 6% | 6% | 6% | 4% | 4% | 5% |
| | 40-49 | 243 | 3% | 4% | 3% | 1% | 3% | 3% | 3% | 2% |
| | 50-59 | 633 | 8% | 9% | 8% | 3% | 10% | 7% | 8% | 6% |
| | 60-69 | 141 | 2% | 2% | 2% | 1% | 2% | 2% | 2% | 2% |
| | 70-79 | 224 | 3% | 3% | 3% | 1% | 4% | 3% | 3% | 2% |
| | 80-89 | 93 | 1% | 1% | 2% | 0% | 2% | 1% | 1% | 1% |
| | 90-100 | 1080 | 14% | 14% | 13% | 9% | 12% | 14% | 14% | 17% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 22% | 27% | 14% | 23% | 23% | 26% | 22% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 13% | 15% | 7% | 13% | 12% | 15% | 11% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 20% | 12% | 10% | 17% | 17% | 14% | 12% |
| | No Gas Tax increase | 3725 | 47% | 46% | 47% | 70% | 47% | 48% | 45% | 54% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 54% | 53% | 30% | 53% | 52% | 55% | 46% |
| | No Increase | 3725 | 47% | 46% | 47% | 70% | 47% | 48% | 45% | 54% |

| | | N | % | Gender | | | Age range | | | |
|---|--|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 21% | 30% | 15% | 30% | 23% | 26% | 21% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 14% | 14% | 6% | 12% | 14% | 15% | 10% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 13% | 12% | 9% | 13% | 13% | 12% | 9% |
| | No State MVET | 3816 | 48% | 51% | 44% | 70% | 45% | 50% | 47% | 59% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 49% | 56% | 30% | 55% | 50% | 53% | 41% |
| | No Increase | 3816 | 48% | 51% | 44% | 70% | 45% | 50% | 47% | 59% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 30% | 37% | 22% | 36% | 31% | 33% | 29% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 15% | 15% | 8% | 14% | 16% | 16% | 13% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 8% | 6% | 7% | 6% | 7% | 7% | 5% |
| | No VLF increase | 3576 | 45% | 47% | 42% | 63% | 44% | 46% | 44% | 53% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 53% | 58% | 37% | 56% | 54% | 56% | 47% |
| | No Increase | 3576 | 45% | 47% | 42% | 63% | 44% | 46% | 44% | 53% |

| | | N | % | Gender | | | Age range | | | |
|---|--|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 25% | 26% | 8% | 27% | 24% | 26% | 20% |
| | Somewhat Agree | 3163 | 40% | 37% | 43% | 32% | 42% | 40% | 41% | 30% |
| | Somewhat Disagree | 1069 | 14% | 14% | 13% | 18% | 10% | 15% | 14% | 16% |
| | Strongly Disagree | 1457 | 18% | 21% | 15% | 38% | 17% | 19% | 17% | 30% |
| | Not Sure | 223 | 3% | 2% | 4% | 4% | 4% | 3% | 2% | 4% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 62% | 69% | 39% | 69% | 63% | 67% | 50% |
| | Disagree | 2526 | 32% | 36% | 27% | 56% | 26% | 34% | 31% | 46% |
| | Not sure | 223 | 3% | 2% | 4% | 4% | 4% | 3% | 2% | 4% |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 54% | 48% | 39% | 43% | 50% | 55% | 45% |
| | No not aware of funding shortfall | 2251 | 29% | 22% | 35% | 19% | 42% | 29% | 23% | 22% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 24% | 17% | 42% | 15% | 21% | 21% | 33% |

| | | N | % | Gender | | | Age range | | | |
|---|-------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 5% | 5% | 5% | 9% | 5% | 3% | 2% |
| | Probably | 1548 | 20% | 19% | 21% | 13% | 27% | 19% | 17% | 15% |
| | Probably Not | 1694 | 21% | 21% | 22% | 13% | 18% | 22% | 23% | 17% |
| | Definitely Not | 3937 | 50% | 52% | 47% | 67% | 41% | 49% | 53% | 62% |
| | Not Sure | 343 | 4% | 3% | 6% | 3% | 7% | 4% | 4% | 4% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely/Probably | 1924 | 24% | 24% | 25% | 17% | 35% | 24% | 21% | 17% |
| | Definitely/Probably NOT | 5630 | 71% | 73% | 69% | 80% | 58% | 72% | 76% | 79% |
| | Not sure | 343 | 4% | 3% | 6% | 3% | 7% | 4% | 4% | 4% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 28% | 32% | 20% | 35% | 31% | 28% | 22% |
| | Probably | 2615 | 33% | 30% | 37% | 31% | 35% | 31% | 34% | 34% |
| | Probably Not | 1051 | 13% | 13% | 13% | 10% | 12% | 14% | 14% | 12% |
| | Definitely Not | 1685 | 21% | 27% | 15% | 38% | 16% | 23% | 21% | 29% |
| | Not Sure | 187 | 2% | 2% | 3% | 2% | 2% | 2% | 3% | 2% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 57% | 69% | 51% | 70% | 62% | 62% | 56% |
| | Definitely/Probably NOT | 2736 | 35% | 41% | 28% | 47% | 28% | 36% | 35% | 42% |
| | Not sure | 187 | 2% | 2% | 3% | 2% | 2% | 2% | 3% | 2% |

| | | N | % | Gender | | | Age range | | | |
|---|-------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 16% | 16% | 8% | 13% | 15% | 17% | 13% |
| | Probably | 1877 | 24% | 24% | 24% | 13% | 19% | 23% | 27% | 20% |
| | Probably Not | 1478 | 19% | 17% | 20% | 15% | 20% | 18% | 19% | 20% |
| | Definitely Not | 2942 | 37% | 39% | 34% | 56% | 39% | 40% | 33% | 42% |
| | Not Sure | 379 | 5% | 4% | 6% | 9% | 8% | 4% | 4% | 4% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 40% | 40% | 20% | 32% | 38% | 44% | 33% |
| | Definitely/Probably NOT | 4420 | 56% | 57% | 54% | 71% | 60% | 58% | 52% | 63% |
| | Not sure | 379 | 5% | 4% | 6% | 9% | 8% | 4% | 4% | 4% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 12% | 9% | 7% | 11% | 11% | 10% | 9% |
| | Probably | 1662 | 21% | 20% | 23% | 11% | 20% | 22% | 21% | 19% |
| | Probably Not | 1423 | 18% | 16% | 20% | 17% | 18% | 18% | 18% | 16% |
| | Definitely Not | 3745 | 47% | 50% | 44% | 63% | 48% | 46% | 47% | 54% |
| | Not Sure | 242 | 3% | 2% | 4% | 2% | 3% | 4% | 3% | 2% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 32% | 32% | 18% | 32% | 33% | 31% | 28% |
| | Definitely/Probably NOT | 5168 | 65% | 66% | 64% | 80% | 66% | 64% | 66% | 70% |
| | Not sure | 242 | 3% | 2% | 4% | 2% | 3% | 4% | 3% | 2% |

| | | N | % | Gender | | | Age range | | | |
|---|-------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 19% | 20% | 9% | 19% | 21% | 19% | 14% |
| | Probably | 2781 | 35% | 34% | 37% | 24% | 36% | 34% | 36% | 33% |
| | Probably Not | 1117 | 14% | 14% | 15% | 12% | 13% | 14% | 15% | 14% |
| | Definitely Not | 2185 | 28% | 30% | 24% | 51% | 29% | 28% | 26% | 36% |
| | Not Sure | 309 | 4% | 3% | 5% | 4% | 3% | 4% | 4% | 4% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 53% | 57% | 33% | 55% | 55% | 55% | 46% |
| | Definitely/Probably NOT | 3302 | 42% | 44% | 38% | 63% | 42% | 41% | 41% | 50% |
| | Not sure | 309 | 4% | 3% | 5% | 4% | 3% | 4% | 4% | 4% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 18% | 17% | 17% | 16% | 19% | 17% | 16% |
| | Probably | 1667 | 21% | 21% | 21% | 16% | 19% | 20% | 23% | 22% |
| | Probably Not | 1478 | 19% | 18% | 20% | 16% | 18% | 18% | 20% | 13% |
| | Definitely Not | 3012 | 38% | 40% | 36% | 45% | 40% | 38% | 36% | 43% |
| | Not Sure | 361 | 5% | 3% | 6% | 6% | 6% | 5% | 4% | 6% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 40% | 38% | 33% | 35% | 39% | 40% | 38% |
| | Definitely/Probably NOT | 4489 | 57% | 57% | 56% | 61% | 58% | 56% | 57% | 56% |
| | Not sure | 361 | 5% | 3% | 6% | 6% | 6% | 5% | 4% | 6% |

| | | N | % | Gender | | | Age range | | | |
|--|---------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 21% | 22% | 13% | 21% | 23% | 21% | 16% |
| | Somewhat Support | 3129 | 40% | 38% | 42% | 29% | 40% | 37% | 42% | 34% |
| | Somewhat Oppose | 1152 | 15% | 14% | 15% | 19% | 15% | 15% | 14% | 16% |
| | Strongly Oppose | 1803 | 23% | 26% | 19% | 36% | 22% | 24% | 21% | 31% |
| | Not sure | 153 | 2% | 1% | 2% | 3% | 2% | 2% | 2% | 3% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 59% | 63% | 41% | 61% | 60% | 63% | 50% |
| | Oppose | 2955 | 37% | 40% | 34% | 55% | 37% | 39% | 35% | 46% |
| | Not sure | 153 | 2% | 1% | 2% | 3% | 2% | 2% | 2% | 3% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 18% | 19% | 13% | 18% | 20% | 18% | 14% |
| | Somewhat Support | 3157 | 40% | 36% | 44% | 26% | 44% | 38% | 41% | 33% |
| | Somewhat Oppose | 1356 | 17% | 18% | 17% | 17% | 16% | 18% | 17% | 17% |
| | Strongly Oppose | 1828 | 23% | 27% | 19% | 42% | 21% | 23% | 22% | 33% |
| | Not sure | 130 | 2% | 1% | 2% | 2% | 1% | 1% | 2% | 3% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and | Support | 4583 | 58% | 54% | 63% | 39% | 61% | 57% | 59% | 47% |
| | Oppose | 3183 | 40% | 45% | 35% | 59% | 37% | 41% | 39% | 50% |
| | Not sure | 130 | 2% | 1% | 2% | 2% | 1% | 1% | 2% | 3% |

| | | N | % | Gender | | | Age range | | | |
|--|---|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 15% | 14% | 6% | 16% | 16% | 14% | 9% |
| | Somewhat Support | 2466 | 31% | 30% | 33% | 19% | 28% | 32% | 33% | 28% |
| | Somewhat Oppose | 1501 | 19% | 19% | 19% | 22% | 21% | 18% | 19% | 19% |
| | Strongly Oppose | 2401 | 30% | 33% | 26% | 51% | 30% | 30% | 29% | 42% |
| | Not sure | 392 | 5% | 3% | 7% | 3% | 6% | 4% | 5% | 3% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 45% | 48% | 25% | 44% | 48% | 46% | 37% |
| | Oppose | 3902 | 49% | 52% | 46% | 72% | 50% | 47% | 49% | 61% |
| | Not sure | 392 | 5% | 3% | 7% | 3% | 6% | 4% | 5% | 3% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specfic Projects within the Toll area only | 2841 | 36% | 40% | 32% | 41% | 29% | 36% | 38% | 42% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 37% | 40% | 25% | 41% | 39% | 36% | 33% |
| | Benefits all projects statewide | 1413 | 18% | 16% | 19% | 21% | 22% | 17% | 17% | 14% |
| | Not Sure | 637 | 8% | 7% | 8% | 13% | 7% | 8% | 8% | 10% |

| | | N | % | Gender | | | Age range | | | |
|---|---|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 35% | 47% | 28% | 52% | 42% | 36% | 33% |
| | No Toll money should not be available for transit | 3832 | 49% | 57% | 40% | 60% | 37% | 48% | 53% | 55% |
| | Not Sure | 859 | 11% | 9% | 13% | 12% | 11% | 10% | 11% | 11% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 17% | 13% | 12% | 13% | 16% | 15% | 14% |
| | Somewhat Support | 1710 | 22% | 21% | 23% | 15% | 22% | 21% | 23% | 19% |
| | Somewhat Oppose | 1388 | 18% | 17% | 18% | 15% | 19% | 18% | 17% | 16% |
| | Strongly Oppose | 3230 | 41% | 41% | 40% | 50% | 40% | 41% | 41% | 44% |
| | Not sure | 392 | 5% | 4% | 6% | 8% | 6% | 4% | 5% | 7% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 38% | 36% | 27% | 35% | 37% | 37% | 33% |
| | Oppose | 4618 | 58% | 59% | 58% | 65% | 58% | 59% | 58% | 60% |
| | Not sure | 392 | 5% | 4% | 6% | 8% | 6% | 4% | 5% | 7% |

| | | N | % | Gender | | | Age range | | | |
|---|---------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | Somewhat Support | 515 | 10% | 9% | 11% | 6% | 9% | 10% | 12% | 9% |
| | Somewhat Oppose | 1259 | 25% | 24% | 27% | 19% | 31% | 24% | 24% | 18% |
| | Strongly Oppose | 2909 | 58% | 61% | 55% | 66% | 54% | 60% | 57% | 63% |
| | Not sure | 288 | 6% | 4% | 7% | 10% | 5% | 5% | 6% | 9% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 10% | 12% | 6% | 9% | 11% | 12% | 10% |
| | Oppose | 4169 | 83% | 85% | 81% | 84% | 86% | 84% | 82% | 81% |
| | Not sure | 288 | 6% | 4% | 7% | 10% | 5% | 5% | 6% | 9% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 1% | 3% | 3% | 1% | 3% | 2% | 2% |
| | Somewhat Support | 936 | 21% | 18% | 24% | 11% | 24% | 20% | 22% | 14% |
| | Somewhat Oppose | 860 | 19% | 20% | 19% | 21% | 23% | 19% | 18% | 15% |
| | Strongly Oppose | 2360 | 53% | 57% | 49% | 60% | 48% | 54% | 53% | 61% |
| | Not sure | 209 | 5% | 4% | 5% | 5% | 4% | 5% | 5% | 8% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 19% | 27% | 14% | 25% | 23% | 24% | 16% |
| | Oppose | 3220 | 72% | 77% | 67% | 81% | 72% | 72% | 72% | 77% |
| | Not sure | 209 | 5% | 4% | 5% | 5% | 4% | 5% | 5% | 8% |

| | | N | % | Gender | | | Age range | | | |
|---|----------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 12% | 14% | 14% | 6% | 12% | 17% | 14% |
| | Large majority (75-99%) | 2485 | 31% | 33% | 30% | 22% | 28% | 32% | 33% | 28% |
| | Mostly (50- 74%) | 1566 | 20% | 21% | 19% | 27% | 19% | 20% | 20% | 23% |
| | Some (25-49%) | 806 | 10% | 11% | 9% | 10% | 11% | 11% | 10% | 9% |
| | Very little (1- 24%) | 1404 | 18% | 17% | 19% | 14% | 21% | 19% | 15% | 17% |
| | None (0%) | 607 | 8% | 6% | 9% | 12% | 14% | 7% | 5% | 10% |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 46% | 44% | 36% | 35% | 44% | 50% | 42% |
| | Med. Drive alone | 2372 | 30% | 32% | 28% | 37% | 30% | 31% | 30% | 32% |
| | Low Drive alone | 2011 | 25% | 23% | 28% | 26% | 36% | 26% | 20% | 26% |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 1% | 2% | 3% | 2% | 1% | 2% | 3% |
| | Large majority (75-99%) | 732 | 9% | 8% | 10% | 13% | 8% | 8% | 11% | 10% |
| | Mostly (50- 74%) | 954 | 12% | 12% | 12% | 14% | 12% | 11% | 12% | 15% |
| | Some (25-49%) | 1189 | 15% | 15% | 16% | 13% | 17% | 16% | 13% | 16% |
| | Very little (1- 24%) | 2726 | 35% | 36% | 34% | 30% | 42% | 38% | 30% | 29% |
| | None (0%) | 2158 | 27% | 28% | 27% | 27% | 19% | 26% | 32% | 28% |
| Carpool % (High: 50%+; Low: 1- 49%; None: 0%) | High Carpool | 1823 | 23% | 22% | 24% | 30% | 22% | 20% | 25% | 27% |
| | Low Carpool | 3915 | 50% | 50% | 49% | 43% | 59% | 54% | 43% | 45% |
| | No Carpool | 2158 | 27% | 28% | 27% | 27% | 19% | 26% | 32% | 28% |

| | | N | % | Gender | | | Age range | | | |
|--|-------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 5% | 7% | 1% | 10% | 6% | 4% | 5% |
| | Mostly (50-74%) | 360 | 5% | 4% | 5% | 1% | 6% | 6% | 3% | 4% |
| | Some (25-49%) | 297 | 4% | 4% | 4% | 0% | 5% | 4% | 3% | 4% |
| | Very little (1-24%) | 956 | 12% | 12% | 12% | 14% | 16% | 11% | 11% | 13% |
| | None (0%) | 5792 | 73% | 75% | 72% | 83% | 62% | 72% | 80% | 74% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 9% | 13% | 3% | 17% | 13% | 7% | 9% |
| | Low Transit | 1253 | 16% | 16% | 16% | 14% | 22% | 15% | 14% | 17% |
| | No Transit | 5792 | 73% | 75% | 72% | 83% | 62% | 72% | 80% | 74% |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 1% |
| | Some (25-49%) | 84 | 1% | 2% | 0% | 2% | 0% | 2% | 1% | 1% |
| | Very little (1-24%) | 344 | 4% | 7% | 2% | 7% | 3% | 5% | 4% | 4% |
| | None (0%) | 7417 | 94% | 90% | 98% | 90% | 96% | 92% | 94% | 94% |
| Ride a Motorcycle % | Ride a Motorcycle 1%+ | 480 | 6% | 10% | 2% | 10% | 4% | 8% | 6% | 6% |
| | No Riding a Motorcycle | 7417 | 94% | 90% | 98% | 90% | 96% | 92% | 94% | 94% |

| | | N | % | Gender | | | Age range | | | |
|--|-----------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 2% | 2% | 5% | 4% | 2% | 1% | 1% |
| | Mostly (50- 74%) | 156 | 2% | 2% | 2% | 2% | 3% | 3% | 1% | 2% |
| | Some (25-49%) | 272 | 3% | 4% | 3% | 2% | 6% | 3% | 3% | 4% |
| | Very little (1- 24%) | 1688 | 21% | 20% | 23% | 17% | 29% | 21% | 18% | 20% |
| | None (0%) | 5628 | 71% | 72% | 71% | 74% | 58% | 71% | 77% | 73% |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 28% | 29% | 26% | 42% | 29% | 23% | 27% |
| | No Riding a Bike/Walking | 5628 | 71% | 72% | 71% | 74% | 58% | 71% | 77% | 73% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 1% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Mostly (50- 74%) | 86 | 1% | 1% | 1% | 0% | 2% | 1% | 1% | 0% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 2% |
| | Very little (1- 24%) | 708 | 9% | 9% | 9% | 12% | 11% | 9% | 8% | 8% |
| | None (0%) | 6996 | 89% | 89% | 89% | 82% | 86% | 89% | 89% | 88% |
| Traveling some other way % | Other Travel 1%+ | 901 | 11% | 11% | 11% | 18% | 14% | 11% | 11% | 12% |
| | No Other Travel | 6996 | 89% | 89% | 89% | 82% | 86% | 89% | 89% | 88% |

| | | N | % | Gender | | | Age range | | | |
|--|----------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 19% | 27% | 20% | 26% | 20% | 24% | 24% |
| | 5000 to 9999 miles | 2667 | 34% | 33% | 35% | 30% | 31% | 31% | 37% | 34% |
| | 10000 to 14999 miles | 2038 | 26% | 28% | 24% | 25% | 26% | 28% | 24% | 22% |
| | 15000 to 19999 miles | 669 | 8% | 11% | 6% | 7% | 7% | 10% | 8% | 9% |
| | 20000 or more miles | 529 | 7% | 8% | 5% | 6% | 6% | 8% | 6% | 6% |
| | Not sure | 174 | 2% | 1% | 3% | 12% | 3% | 2% | 2% | 5% |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 28% | 31% | 32% | 40% | 31% | 25% | 24% |
| | Suburban | 2456 | 31% | 33% | 30% | 30% | 34% | 34% | 28% | 26% |
| | Small town | 1360 | 17% | 18% | 17% | 15% | 12% | 16% | 20% | 20% |
| | Rural | 1675 | 21% | 20% | 22% | 21% | 14% | 18% | 25% | 29% |
| | Not sure | 60 | 1% | 0% | 1% | 3% | 0% | 1% | 1% | 2% |
| How many people live in your household including you? | 1 | 1143 | 15% | 13% | 18% | 3% | 11% | 13% | 19% | 13% |
| | 2 | 3516 | 46% | 49% | 44% | 32% | 34% | 31% | 61% | 50% |
| | 3 | 1200 | 16% | 16% | 16% | 20% | 20% | 20% | 11% | 13% |
| | 4 | 942 | 12% | 13% | 12% | 14% | 15% | 22% | 4% | 9% |
| | 5+ | 783 | 10% | 10% | 10% | 30% | 18% | 13% | 4% | 14% |
| | Prefer not to answer | 29 | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 1% |
| How many children under18 year of age live in your household | 0 | 5254 | 69% | 69% | 70% | 51% | 64% | 51% | 87% | 52% |
| | 1 | 874 | 12% | 11% | 12% | 9% | 15% | 20% | 4% | 8% |
| | 2 | 621 | 8% | 8% | 8% | 9% | 10% | 18% | 1% | 3% |
| | 3+ | 738 | 10% | 10% | 10% | 5% | 11% | 10% | 7% | 25% |
| | Prefer not to answer | 110 | 1% | 1% | 1% | 25% | 0% | 1% | 1% | 11% |

| | | N | % | Gender | | | Age range | | | |
|--|---------------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 2% | 4% | 10% | 5% | 3% | 2% | 4% |
| | \$15,000 to \$24,999 | 346 | 5% | 3% | 6% | 1% | 6% | 3% | 5% | 3% |
| | \$25,000 to \$34,999 | 487 | 6% | 6% | 7% | 8% | 10% | 4% | 7% | 4% |
| | \$35,000 to \$49,999 | 790 | 10% | 10% | 11% | 7% | 9% | 8% | 13% | 7% |
| | \$50,000 to \$74,999 | 1457 | 19% | 19% | 19% | 10% | 24% | 17% | 20% | 10% |
| | \$75,000 to \$99,999 | 1127 | 15% | 15% | 15% | 7% | 17% | 16% | 14% | 10% |
| | \$100,000 to \$149,999 | 1143 | 15% | 17% | 14% | 4% | 12% | 20% | 14% | 11% |
| | \$150,000 or more | 591 | 8% | 9% | 6% | 2% | 4% | 12% | 7% | 8% |
| | Prefer not to answer | 1406 | 19% | 17% | 18% | 50% | 13% | 18% | 18% | 43% |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 80% | 81% | 24% | 78% | 76% | 85% | 60% |
| | Hispanic | 116 | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 1% |
| | African/American | 94 | 1% | 1% | 1% | 1% | 2% | 2% | 1% | 1% |
| | Asian/Pacific Islander | 164 | 2% | 2% | 3% | 1% | 3% | 3% | 1% | 2% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 0% |
| | Other | 193 | 3% | 2% | 3% | 9% | 3% | 3% | 2% | 4% |
| | Prefer not to answer | 900 | 12% | 12% | 10% | 63% | 9% | 13% | 10% | 32% |

| | | N | % | Gender | | | Age range | | | |
|--|------------------------|------|-----|--------|--------|-----|-----------|-------|-----|-----|
| | | | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| What is your current employment status | Employed Full-time | 4001 | 53% | 56% | 51% | 37% | 61% | 73% | 37% | 44% |
| | Employed Part-time | 750 | 10% | 7% | 13% | 7% | 13% | 8% | 10% | 8% |
| | Student and Employed | 108 | 1% | 1% | 1% | 0% | 5% | 1% | 0% | 1% |
| | Student / Not Employed | 130 | 2% | 1% | 2% | 6% | 7% | 1% | 0% | 0% |
| | Homemaker | 254 | 3% | 0% | 6% | 2% | 6% | 5% | 1% | 1% |
| | Military Personnel | 23 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% |
| | Retired | 1536 | 20% | 25% | 17% | 7% | 0% | 2% | 43% | 21% |
| | Not Currently Employed | 300 | 4% | 4% | 4% | 2% | 4% | 4% | 4% | 3% |
| | Prefer not to answer | 429 | 6% | 5% | 5% | 39% | 3% | 6% | 5% | 21% |

Means

| | All | Gender | | | Age range | | | |
|---|--------|--------|--------|--------|-----------|--------|--------|--------|
| | | Male | Female | NA | 18-34 | 35-54 | 55+ | NA |
| Number of cases | 7897 | 3668 | 3985 | 244 | 1543 | 2415 | 3390 | 549 |
| Row percent | 100.0% | 46.5% | 50.5% | 3.1% | 19.5% | 30.6% | 42.9% | 7.0% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.11 | 2.06 | 1.89 | 2.10 | 2.03 | 2.11 | 2.04 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.02 | 1.96 | 1.98 | 2.04 | 1.98 | 1.97 | 1.99 |
| 3. Rating: State giving your area it | 1.94 | 1.95 | 1.94 | 1.88 | 2.05 | 1.94 | 1.91 | 1.89 |
| 9. Preservation - Avg % | 45.40 | 47.62 | 44.31 | 29.74 | 48.45 | 46.30 | 44.56 | 37.96 |
| 10. New lanes- Avg % | 24.14 | 26.63 | 22.19 | 18.47 | 27.18 | 25.62 | 22.81 | 17.26 |
| 11. Transit/rail - Avg % | 37.48 | 35.41 | 40.28 | 22.94 | 44.99 | 39.22 | 34.04 | 29.98 |
| 12. Bike/sidewalk - Avg % | 29.99 | 29.84 | 30.88 | 17.74 | 40.12 | 32.39 | 25.00 | 21.76 |
| 13. Ferries - Avg % | 28.66 | 28.77 | 29.25 | 17.26 | 29.38 | 27.48 | 28.99 | 29.78 |
| 9. Preservation Funding | 453.95 | 476.17 | 443.07 | 297.35 | 484.46 | 463.05 | 445.63 | 379.57 |
| 10. New lanes Funding | 159.30 | 175.76 | 146.43 | 121.92 | 179.39 | 169.08 | 150.54 | 113.92 |
| 11. Transit/rail Funding | 98.95 | 93.48 | 106.34 | 60.57 | 118.78 | 103.55 | 89.86 | 79.15 |
| 12. Bike/sidewalk Funding | 9.90 | 9.85 | 10.19 | 5.85 | 13.24 | 10.69 | 8.25 | 7.18 |
| 13. Ferries Funding | 40.98 | 41.15 | 41.82 | 24.68 | 42.01 | 39.30 | 41.45 | 42.58 |
| Q9-13. Total Funded | 763.08 | 796.41 | 747.85 | 510.37 | 837.88 | 785.65 | 735.73 | 622.41 |
| Q9-13. Total Cost | 25.18 | 26.28 | 24.68 | 16.84 | 27.65 | 25.93 | 24.28 | 20.54 |
| Q9-13. Percent Funded | .36 | .38 | .36 | .24 | .40 | .37 | .35 | .30 |
| 14. Gas Tax - Raised | 150.29 | 164.13 | 141.32 | 88.52 | 156.28 | 151.03 | 150.88 | 126.57 |
| 14. Gas Tax - Cost | 5.05 | 5.52 | 4.75 | 2.98 | 5.25 | 5.08 | 5.07 | 4.25 |
| 15. MVET - Raised | 244.61 | 244.37 | 250.86 | 145.81 | 253.06 | 245.17 | 249.25 | 189.70 |
| 15. MVET - Cost | 8.85 | 8.84 | 9.07 | 5.27 | 9.15 | 8.87 | 9.02 | 6.86 |
| 16. VLF - Raised | 158.83 | 163.80 | 156.84 | 116.58 | 156.94 | 161.91 | 161.56 | 133.71 |
| 16. VLF - Cost | 4.19 | 4.33 | 4.14 | 3.08 | 4.14 | 4.28 | 4.27 | 3.53 |
| Q14-16. Total Raised | 553.72 | 572.30 | 549.03 | 350.91 | 566.28 | 558.10 | 561.69 | 449.98 |
| Q14-16. Total Cost | 18.09 | 18.68 | 17.97 | 11.33 | 18.55 | 18.22 | 18.35 | 14.65 |
| Shortfall | 209.35 | 224.11 | 198.82 | 159.46 | 271.60 | 227.55 | 174.04 | 172.43 |
| % of Funding Raised | .87 | .88 | .87 | .75 | .73 | .80 | .99 | .83 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 58.01 | 54.96 | 52.14 | 46.56 | 55.70 | 61.37 | 54.82 |
| 34b. % of weekly trips: Carpooling | 24.85 | 23.62 | 25.69 | 29.59 | 25.47 | 23.49 | 25.14 | 27.24 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 8.95 | 11.58 | 2.97 | 15.26 | 11.73 | 6.78 | 8.81 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.93 | .37 | 2.11 | .72 | 1.61 | 1.04 | 1.04 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 5.65 | 5.49 | 7.98 | 9.70 | 5.90 | 3.68 | 5.22 |
| 34f. % of weekly trips: Traveling some other ... | 1.98 | 1.85 | 1.91 | 5.21 | 2.29 | 1.58 | 1.99 | 2.87 |

| | | N | % | Gender by Age | | | | | | |
|--|------------|------|------|---------------|-------|---------|---------|-------|-------|------|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 596 | 910 | 1069 | 1312 | 1821 | 1541 | 647 |
| Row percent | | | 100% | 8% | 12% | 14% | 17% | 23% | 20% | 8% |
| Gender | Male | 3668 | 46% | 100% | 0% | 100% | 0% | 100% | 0% | 28% |
| | Female | 3985 | 50% | 0% | 100% | 0% | 100% | 0% | 100% | 34% |
| | NA | 244 | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 38% |
| Age range | 18-34 | 1543 | 20% | 100% | 100% | 0% | 0% | 0% | 0% | 6% |
| | 35-54 | 2415 | 31% | 0% | 0% | 100% | 100% | 0% | 0% | 5% |
| | 55+ | 3390 | 43% | 0% | 0% | 0% | 0% | 100% | 100% | 4% |
| | NA | 549 | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 85% |
| Gender by Age | M <35 | 596 | 8% | 100% | 0% | 0% | 0% | 0% | 0% | 0% |
| | F <35 | 910 | 12% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |
| | M 35-54 | 1069 | 14% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| | F 35-54 | 1312 | 17% | 0% | 0% | 0% | 100% | 0% | 0% | 0% |
| | M 55+ | 1821 | 23% | 0% | 0% | 0% | 0% | 100% | 0% | 0% |
| | F 55+ | 1541 | 20% | 0% | 0% | 0% | 0% | 0% | 100% | 0% |
| | NA | 647 | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| Ethnicity | White | 5978 | 79% | 83% | 77% | 75% | 78% | 84% | 87% | 56% |
| | Non-white | 654 | 9% | 8% | 15% | 11% | 10% | 6% | 5% | 8% |
| | Refused | 900 | 12% | 9% | 7% | 15% | 11% | 10% | 8% | 35% |
| HH Income | <\$50K | 1869 | 25% | 23% | 34% | 16% | 21% | 25% | 30% | 21% |
| | \$50K+ | 4318 | 57% | 64% | 54% | 68% | 61% | 58% | 51% | 38% |
| | Ref inc | 1406 | 19% | 14% | 12% | 16% | 18% | 17% | 20% | 41% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 57% | 59% | 44% | 58% | 55% | 67% | 55% |
| | 10K+ miles | 3236 | 41% | 40% | 37% | 55% | 40% | 45% | 31% | 39% |
| | Not sure | 174 | 2% | 2% | 3% | 1% | 2% | 1% | 3% | 7% |

| | | N | % | Gender by Age | | | | | | |
|---|--------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 42% | 37% | 30% | 31% | 24% | 27% | 26% |
| | Suburban | 2456 | 31% | 32% | 35% | 36% | 33% | 31% | 25% | 26% |
| | Rural | 3094 | 39% | 26% | 27% | 34% | 36% | 45% | 48% | 48% |
| Education | Did not graduate college | 3030 | 42% | 44% | 47% | 42% | 40% | 42% | 42% | 35% |
| | Graduated college' | 4182 | 58% | 56% | 53% | 58% | 60% | 58% | 58% | 65% |

| | | N | % | Gender by Age | | | | | | |
|--|--------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Benton | 223 | 3% | 3% | 3% | 2% | 2% | 4% | 3% | 3% |
| | Chelan | 94 | 1% | 0% | 3% | 1% | 1% | 1% | 1% | 2% |
| | Clallam | 44 | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 1% |
| | Clark | 495 | 6% | 6% | 8% | 6% | 6% | 7% | 6% | 6% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 1% | 1% | 2% | 2% | 2% | 2% | 1% |
| | Douglas | 52 | 1% | 0% | 0% | 0% | 1% | 1% | 1% | 1% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 2% | 1% | 1% | 1% | 1% | 0% | 0% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 0% | 0% | 1% | 2% | 1% | 1% | 0% |
| | Grays Harbor | 69 | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Island | 126 | 2% | 0% | 0% | 1% | 1% | 2% | 2% | 4% |
| | Jefferson | 47 | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 1% |
| | King | 2702 | 35% | 42% | 37% | 36% | 40% | 28% | 33% | 35% |
| | Kitsap | 356 | 5% | 3% | 2% | 4% | 4% | 4% | 5% | 10% |
| | Kittitas | 67 | 1% | 0% | 0% | 1% | 1% | 1% | 1% | 0% |
| | Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% |
| | Lewis | 82 | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 0% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mason | 30 | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 1% |
| | Okanogan | 36 | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 0% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 14% | 7% | 10% | 9% | 8% | 7% | 6% |
| | San Juan | 91 | 1% | 0% | 0% | 0% | 1% | 1% | 2% | 3% |
| | Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 10% | 8% | 10% | 10% | 7% | 8% | 9% |
| | Spokane | 541 | 7% | 7% | 8% | 7% | 6% | 8% | 6% | 8% |
| | Stevens | 53 | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| | Thurston | 295 | 4% | 4% | 6% | 5% | 2% | 4% | 4% | 1% |

| | | N | % | Gender by Age | | | | | | |
|---|----------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| RTPO | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 0% |
| | Whatcom | 233 | 3% | 2% | 4% | 3% | 3% | 3% | 4% | 2% |
| | Whitman | 62 | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 0% |
| | Yakima | 277 | 4% | 1% | 2% | 4% | 3% | 5% | 4% | 1% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | BFWW | 364 | 5% | 5% | 6% | 4% | 4% | 6% | 4% | 3% |
| | NE WA | 68 | 1% | 0% | 1% | 1% | 0% | 2% | 1% | 0% |
| | N. Central | 183 | 2% | 1% | 3% | 2% | 2% | 3% | 2% | 3% |
| | Palouse | 95 | 1% | 2% | 2% | 1% | 1% | 1% | 1% | 0% |
| | Peninsula | 477 | 6% | 4% | 3% | 5% | 5% | 7% | 7% | 14% |
| | PSRC | 4011 | 51% | 65% | 52% | 56% | 59% | 42% | 47% | 51% |
| | QuadCo | 183 | 2% | 0% | 0% | 2% | 3% | 3% | 3% | 0% |
| | Skagit/Isi | 239 | 3% | 1% | 1% | 2% | 2% | 4% | 5% | 7% |
| | Spokane | 541 | 7% | 7% | 8% | 7% | 6% | 8% | 6% | 8% |
| | SW RTC | 528 | 7% | 6% | 8% | 6% | 6% | 7% | 7% | 6% |
| | SW RTPO | 305 | 4% | 2% | 2% | 4% | 4% | 5% | 5% | 3% |
| | Thurston | 295 | 4% | 4% | 6% | 5% | 2% | 4% | 4% | 1% |
| | Whatcom | 233 | 3% | 2% | 4% | 3% | 3% | 3% | 4% | 2% |
| | Yakima | 277 | 4% | 1% | 3% | 4% | 3% | 5% | 4% | 1% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 6% | 3% | 2% | 2% | 2% | 1% | 2% |
| | B Above Average | 1875 | 24% | 26% | 22% | 22% | 22% | 27% | 24% | 20% |
| | C Average | 3566 | 45% | 37% | 49% | 43% | 46% | 46% | 48% | 43% |
| | D Below Average | 1637 | 21% | 22% | 19% | 23% | 22% | 19% | 19% | 25% |
| | F Failing | 538 | 7% | 7% | 6% | 9% | 7% | 6% | 6% | 10% |
| | Not sure | 102 | 1% | 3% | 1% | 1% | 1% | 1% | 1% | 1% |

| | | N | % | Gender by Age | | | | | | |
|---|-------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 31% | 25% | 24% | 23% | 29% | 26% | 22% |
| | C=Average | 3566 | 45% | 37% | 49% | 43% | 46% | 46% | 48% | 43% |
| | D/F=Below Average | 2175 | 28% | 29% | 25% | 32% | 29% | 24% | 25% | 34% |
| | Not sure | 102 | 1% | 3% | 1% | 1% | 1% | 1% | 1% | 1% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 7% | 2% | 3% | 2% | 3% | 2% | 2% |
| | B Above Average | 1560 | 20% | 20% | 19% | 19% | 19% | 21% | 18% | 20% |
| | C Average | 3298 | 42% | 39% | 44% | 40% | 43% | 42% | 42% | 42% |
| | D Below Average | 2058 | 26% | 20% | 25% | 27% | 26% | 26% | 29% | 25% |
| | F Failing | 733 | 9% | 13% | 9% | 11% | 9% | 8% | 8% | 10% |
| | Not sure | 39 | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 1% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 26% | 21% | 22% | 22% | 24% | 20% | 22% |
| | C=Average | 3298 | 42% | 39% | 44% | 40% | 43% | 42% | 42% | 42% |
| | D/F=Below Average | 2791 | 35% | 33% | 34% | 37% | 35% | 34% | 37% | 35% |
| | Not sure | 39 | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 1% |

| | | N | % | Gender by Age | | | | | | |
|--|-------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 7% | 5% | 2% | 2% | 3% | 1% | 2% |
| | B Above Average | 1105 | 14% | 16% | 12% | 13% | 15% | 14% | 15% | 14% |
| | C Average | 2878 | 36% | 29% | 41% | 38% | 36% | 38% | 34% | 36% |
| | D Below Average | 1874 | 24% | 20% | 20% | 25% | 23% | 24% | 26% | 25% |
| | F Failing | 888 | 11% | 11% | 11% | 13% | 11% | 11% | 9% | 12% |
| | Not sure | 940 | 12% | 18% | 11% | 8% | 13% | 10% | 14% | 11% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 23% | 16% | 16% | 17% | 16% | 16% | 15% |
| | C=Average | 2878 | 36% | 29% | 41% | 38% | 36% | 38% | 34% | 36% |
| | D/F=Below Average | 2761 | 35% | 31% | 32% | 38% | 34% | 36% | 36% | 37% |
| | Not sure | 940 | 12% | 18% | 11% | 8% | 13% | 10% | 14% | 11% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 35% | 28% | 25% | 30% | 28% | 34% | 23% |
| | Somewhat Agree | 2581 | 33% | 27% | 35% | 29% | 35% | 32% | 37% | 27% |
| | Somewhat Disagree | 1360 | 17% | 17% | 15% | 18% | 17% | 18% | 15% | 20% |
| | Strongly Disagree | 1284 | 16% | 18% | 13% | 23% | 12% | 19% | 10% | 26% |
| | Not sure | 370 | 5% | 4% | 8% | 4% | 5% | 3% | 5% | 5% |

| | | N | % | Gender by Age | | | | | | |
|---|---------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 62% | 64% | 54% | 65% | 60% | 70% | 50% |
| | Disagree | 2644 | 33% | 34% | 28% | 41% | 29% | 37% | 25% | 46% |
| | Not sure | 370 | 5% | 4% | 8% | 4% | 5% | 3% | 5% | 5% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 26% | 16% | 19% | 16% | 19% | 20% | 14% |
| | Somewhat Support | 2526 | 32% | 26% | 33% | 27% | 36% | 32% | 36% | 26% |
| | Somewhat Oppose | 1331 | 17% | 14% | 21% | 15% | 18% | 15% | 18% | 16% |
| | Strongly Oppose | 2293 | 29% | 29% | 25% | 36% | 27% | 32% | 21% | 41% |
| | Not sure | 271 | 3% | 5% | 5% | 2% | 3% | 2% | 5% | 2% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 52% | 49% | 47% | 52% | 51% | 56% | 41% |
| | Oppose | 3624 | 46% | 43% | 45% | 51% | 45% | 47% | 39% | 57% |
| | Not sure | 271 | 3% | 5% | 5% | 2% | 3% | 2% | 5% | 2% |

| | | N | % | Gender by Age | | | | | | |
|---|---------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 15% | 11% | 13% | 9% | 11% | 11% | 8% |
| | Somewhat Support | 1651 | 21% | 21% | 20% | 21% | 22% | 21% | 22% | 16% |
| | Somewhat Oppose | 1514 | 19% | 18% | 21% | 16% | 21% | 20% | 20% | 15% |
| | Strongly Oppose | 3585 | 45% | 39% | 43% | 48% | 45% | 46% | 42% | 58% |
| | Not sure | 280 | 4% | 6% | 5% | 2% | 3% | 2% | 5% | 3% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Support | 2519 | 32% | 37% | 31% | 34% | 31% | 32% | 33% | 24% |
| | Oppose | 5098 | 65% | 57% | 64% | 64% | 66% | 66% | 62% | 73% |
| | Not sure | 280 | 4% | 6% | 5% | 2% | 3% | 2% | 5% | 3% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 0% | 4% | 1% | 3% | 2% | 3% | 1% |
| | Somewhat Support | 1173 | 22% | 24% | 20% | 16% | 24% | 22% | 28% | 15% |
| | Somewhat Oppose | 1329 | 25% | 20% | 32% | 24% | 26% | 23% | 25% | 22% |
| | Strongly Oppose | 2561 | 48% | 48% | 40% | 55% | 44% | 51% | 40% | 60% |
| | Not sure | 200 | 4% | 9% | 4% | 3% | 3% | 2% | 5% | 2% |

| | | N | % | Gender by Age | | | | | | |
|---------------------|------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 7. | Support | 1290 | 24% | 24% | 24% | 18% | 27% | 23% | 31% | 16% |
| Support/Oppose: | | | | | | | | | | |
| What if it cost the | Oppose | 3889 | 72% | 68% | 72% | 80% | 70% | 75% | 64% | 82% |
| average | | | | | | | | | | |
| Washington | Not sure | 200 | 4% | 9% | 4% | 3% | 3% | 2% | 5% | 2% |
| family like yours | | | | | | | | | | |
| an additional \$15 | | | | | | | | | | |
| a month? | | | | | | | | | | |
| 8. | Strongly Support | 66 | 2% | 2% | 1% | 1% | 2% | 1% | 3% | 2% |
| Support/Oppose: | | | | | | | | | | |
| What if it cost the | Somewhat Support | 854 | 21% | 14% | 28% | 16% | 25% | 18% | 26% | 16% |
| average | | | | | | | | | | |
| Washington | Somewhat Oppose | 927 | 23% | 19% | 24% | 22% | 23% | 24% | 25% | 18% |
| family like yours | | | | | | | | | | |
| an additional | Strongly Oppose | 2046 | 50% | 54% | 42% | 57% | 47% | 54% | 41% | 59% |
| \$7.50 a month? | | | | | | | | | | |
| | Not sure | 196 | 5% | 11% | 6% | 4% | 4% | 2% | 6% | 5% |
| 8. | Support | 920 | 22% | 16% | 29% | 17% | 27% | 19% | 28% | 18% |
| Support/Oppose: | | | | | | | | | | |
| What if it cost the | Oppose | 2973 | 73% | 73% | 65% | 79% | 70% | 78% | 66% | 77% |
| average | | | | | | | | | | |
| Washington | Not sure | 196 | 5% | 11% | 6% | 4% | 4% | 2% | 6% | 5% |
| family like yours | | | | | | | | | | |
| an additional | | | | | | | | | | |
| \$7.50 a month? | | | | | | | | | | |

| | | N | % | Gender by Age | | | | | | |
|--|--------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 9. Final: % of need funded: Preservation/maintenance of existing transportation system | 0-9 | 1758 | 22% | 21% | 19% | 22% | 22% | 23% | 21% | 31% |
| | 10-19 | 564 | 7% | 5% | 8% | 5% | 8% | 7% | 8% | 10% |
| | 20-29 | 830 | 11% | 9% | 12% | 9% | 11% | 10% | 11% | 11% |
| | 30-39 | 529 | 7% | 5% | 3% | 6% | 7% | 7% | 10% | 5% |
| | 40-49 | 494 | 6% | 5% | 7% | 6% | 7% | 6% | 7% | 6% |
| | 50-59 | 1055 | 13% | 14% | 16% | 12% | 15% | 13% | 13% | 10% |
| | 60-69 | 332 | 4% | 5% | 3% | 5% | 4% | 4% | 4% | 3% |
| | 70-79 | 467 | 6% | 7% | 8% | 6% | 6% | 6% | 5% | 5% |
| | 80-89 | 232 | 3% | 4% | 2% | 4% | 2% | 3% | 2% | 5% |
| | 90-100 | 1636 | 21% | 24% | 22% | 26% | 18% | 22% | 19% | 15% |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 40% | 41% | 41% | 46% | 42% | 48% | 55% |
| | 10-19 | 909 | 12% | 10% | 13% | 10% | 11% | 12% | 14% | 10% |
| | 20-29 | 947 | 12% | 12% | 10% | 11% | 13% | 13% | 12% | 10% |
| | 30-39 | 503 | 6% | 6% | 6% | 6% | 7% | 7% | 7% | 5% |
| | 40-49 | 318 | 4% | 3% | 5% | 4% | 4% | 4% | 4% | 4% |
| | 50-59 | 672 | 9% | 11% | 11% | 10% | 7% | 9% | 6% | 7% |
| | 60-69 | 170 | 2% | 4% | 3% | 2% | 2% | 2% | 1% | 2% |
| | 70-79 | 208 | 3% | 5% | 4% | 3% | 2% | 2% | 2% | 2% |
| | 80-89 | 87 | 1% | 1% | 1% | 2% | 2% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 10% | 6% | 11% | 6% | 7% | 5% | 4% |

| | | N | % | Gender by Age | | | | | | |
|--|--------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 35% | 31% | 44% | 35% | 46% | 34% | 49% |
| | 10-19 | 589 | 7% | 5% | 7% | 6% | 7% | 9% | 8% | 8% |
| | 20-29 | 592 | 7% | 5% | 7% | 6% | 9% | 8% | 9% | 7% |
| | 30-39 | 359 | 5% | 3% | 5% | 4% | 3% | 5% | 7% | 5% |
| | 40-49 | 299 | 4% | 4% | 4% | 3% | 5% | 3% | 4% | 4% |
| | 50-59 | 624 | 8% | 4% | 13% | 6% | 8% | 7% | 10% | 6% |
| | 60-69 | 180 | 2% | 2% | 1% | 2% | 3% | 2% | 3% | 2% |
| | 70-79 | 300 | 4% | 5% | 5% | 3% | 5% | 3% | 3% | 2% |
| | 80-89 | 177 | 2% | 4% | 3% | 2% | 2% | 2% | 2% | 3% |
| | 90-100 | 1676 | 21% | 34% | 22% | 24% | 24% | 16% | 21% | 15% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 37% | 42% | 55% | 48% | 60% | 54% | 62% |
| | 10-19 | 636 | 8% | 6% | 12% | 4% | 8% | 8% | 10% | 8% |
| | 20-29 | 486 | 6% | 5% | 8% | 5% | 7% | 5% | 6% | 7% |
| | 30-39 | 210 | 3% | 2% | 3% | 2% | 4% | 2% | 3% | 1% |
| | 40-49 | 151 | 2% | 3% | 1% | 1% | 2% | 2% | 3% | 2% |
| | 50-59 | 369 | 5% | 5% | 5% | 4% | 5% | 5% | 5% | 4% |
| | 60-69 | 93 | 1% | 2% | 1% | 1% | 2% | 1% | 1% | 1% |
| | 70-79 | 126 | 2% | 2% | 3% | 1% | 2% | 1% | 1% | 1% |
| | 80-89 | 85 | 1% | 2% | 0% | 1% | 2% | 1% | 1% | 1% |
| | 90-100 | 1602 | 20% | 36% | 26% | 24% | 22% | 15% | 16% | 14% |

| | | N | % | Gender by Age | | | | | | |
|--|--|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 13. Final: % of need funded: | 0-9 | 3568 | 45% | 41% | 43% | 51% | 48% | 47% | 38% | 49% |
| Replacing obsolete ferries and improving ferry terminals | 10-19 | 838 | 11% | 6% | 16% | 7% | 9% | 11% | 13% | 9% |
| | 20-29 | 702 | 9% | 9% | 7% | 7% | 9% | 9% | 11% | 9% |
| | 30-39 | 375 | 5% | 3% | 8% | 3% | 5% | 4% | 5% | 5% |
| | 40-49 | 243 | 3% | 6% | 1% | 3% | 3% | 3% | 3% | 2% |
| | 50-59 | 633 | 8% | 16% | 6% | 8% | 7% | 7% | 9% | 6% |
| | 60-69 | 141 | 2% | 3% | 2% | 1% | 2% | 2% | 2% | 2% |
| | 70-79 | 224 | 3% | 3% | 4% | 2% | 3% | 3% | 3% | 2% |
| | 80-89 | 93 | 1% | 2% | 2% | 0% | 1% | 1% | 2% | 1% |
| | 90-100 | 1080 | 14% | 11% | 12% | 16% | 13% | 13% | 15% | 16% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 19% | 26% | 20% | 25% | 23% | 28% | 21% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 10% | 15% | 12% | 13% | 14% | 17% | 11% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 28% | 10% | 22% | 13% | 16% | 12% | 12% |
| | No Gas Tax increase | 3725 | 47% | 44% | 48% | 47% | 49% | 47% | 44% | 57% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 56% | 52% | 53% | 51% | 53% | 56% | 43% |
| | No Increase | 3725 | 47% | 44% | 48% | 47% | 49% | 47% | 44% | 57% |

| | | N | % | Gender by Age | | | | | | |
|---|--|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 21% | 36% | 18% | 27% | 23% | 29% | 20% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 13% | 12% | 14% | 14% | 15% | 15% | 10% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 20% | 8% | 14% | 12% | 11% | 14% | 10% |
| | No State MVET | 3816 | 48% | 46% | 44% | 54% | 46% | 51% | 42% | 60% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 54% | 56% | 46% | 54% | 49% | 58% | 40% |
| | No Increase | 3816 | 48% | 46% | 44% | 54% | 46% | 51% | 42% | 60% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 33% | 39% | 26% | 35% | 31% | 37% | 28% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 17% | 12% | 16% | 16% | 15% | 16% | 12% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 10% | 3% | 9% | 6% | 7% | 7% | 6% |
| | No VLF increase | 3576 | 45% | 40% | 46% | 49% | 42% | 48% | 40% | 54% |

| | | N | % | Gender by Age | | | | | | |
|---|-------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: | Increase | 4321 | 55% | 60% | 54% | 51% | 58% | 52% | 60% | 46% |
| Vehicle License Fee - currently \$30 per year | No Increase | 3576 | 45% | 40% | 46% | 49% | 42% | 48% | 40% | 54% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 32% | 25% | 23% | 24% | 24% | 29% | 17% |
| | Somewhat Agree | 3163 | 40% | 36% | 45% | 36% | 43% | 39% | 44% | 33% |
| | Somewhat Disagree | 1069 | 14% | 9% | 10% | 16% | 14% | 15% | 12% | 16% |
| | Strongly Disagree | 1457 | 18% | 18% | 16% | 23% | 15% | 21% | 12% | 30% |
| | Not Sure | 223 | 3% | 4% | 4% | 2% | 3% | 1% | 3% | 4% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 68% | 70% | 59% | 67% | 63% | 73% | 50% |
| | Disagree | 2526 | 32% | 28% | 26% | 39% | 30% | 36% | 24% | 47% |
| | Not sure | 223 | 3% | 4% | 4% | 2% | 3% | 1% | 3% | 4% |

| | | N | % | Gender by Age | | | | | | |
|---|--|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 51% | 38% | 53% | 48% | 56% | 55% | 45% |
| | No not aware of funding shortfall | 2251 | 29% | 32% | 49% | 22% | 34% | 19% | 29% | 22% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 18% | 13% | 25% | 18% | 25% | 16% | 33% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 10% | 7% | 5% | 5% | 4% | 3% | 3% |
| | Probably | 1548 | 20% | 28% | 26% | 19% | 20% | 16% | 18% | 15% |
| | Probably Not | 1694 | 21% | 18% | 18% | 22% | 23% | 22% | 25% | 17% |
| | Definitely Not | 3937 | 50% | 39% | 42% | 52% | 47% | 56% | 48% | 62% |
| | Not Sure | 343 | 4% | 5% | 8% | 3% | 5% | 2% | 6% | 3% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation | Definitely/Probably | 1924 | 24% | 38% | 33% | 24% | 25% | 20% | 21% | 18% |
| | Definitely/Probably NOT | 5630 | 71% | 57% | 59% | 73% | 70% | 78% | 73% | 78% |
| | Not sure | 343 | 4% | 5% | 8% | 3% | 5% | 2% | 6% | 3% |

| | | N | % | Gender by Age | | | | | | |
|---|-------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 39% | 33% | 28% | 33% | 25% | 33% | 22% |
| | Probably | 2615 | 33% | 25% | 40% | 27% | 34% | 32% | 36% | 34% |
| | Probably Not | 1051 | 13% | 9% | 14% | 14% | 13% | 15% | 13% | 12% |
| | Definitely Not | 1685 | 21% | 24% | 11% | 29% | 17% | 27% | 15% | 30% |
| | Not Sure | 187 | 2% | 3% | 1% | 1% | 2% | 2% | 3% | 2% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 64% | 73% | 55% | 67% | 56% | 69% | 56% |
| | Definitely/Probably NOT | 2736 | 35% | 32% | 26% | 43% | 30% | 41% | 28% | 41% |
| | Not sure | 187 | 2% | 3% | 1% | 1% | 2% | 2% | 3% | 2% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 14% | 13% | 15% | 15% | 17% | 18% | 12% |
| | Probably | 1877 | 24% | 22% | 18% | 22% | 24% | 26% | 28% | 18% |
| | Probably Not | 1478 | 19% | 13% | 25% | 18% | 17% | 18% | 20% | 20% |
| | Definitely Not | 2942 | 37% | 43% | 37% | 42% | 38% | 37% | 29% | 45% |
| | Not Sure | 379 | 5% | 8% | 7% | 3% | 5% | 3% | 5% | 5% |

| | | N | % | Gender by Age | | | | | | |
|---|-------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 36% | 31% | 37% | 40% | 43% | 46% | 30% |
| | Definitely/Probably NOT | 4420 | 56% | 56% | 62% | 60% | 55% | 54% | 49% | 65% |
| | Not sure | 379 | 5% | 8% | 7% | 3% | 5% | 3% | 5% | 5% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 17% | 7% | 14% | 9% | 10% | 10% | 9% |
| | Probably | 1662 | 21% | 18% | 22% | 21% | 23% | 19% | 24% | 18% |
| | Probably Not | 1423 | 18% | 13% | 21% | 18% | 18% | 17% | 21% | 16% |
| | Definitely Not | 3745 | 47% | 49% | 47% | 45% | 46% | 53% | 41% | 55% |
| | Not Sure | 242 | 3% | 3% | 2% | 3% | 4% | 2% | 5% | 2% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 35% | 29% | 35% | 32% | 29% | 34% | 27% |
| | Definitely/Probably NOT | 5168 | 65% | 62% | 68% | 63% | 64% | 70% | 61% | 71% |
| | Not sure | 242 | 3% | 3% | 2% | 3% | 4% | 2% | 5% | 2% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 19% | 19% | 20% | 21% | 19% | 19% | 12% |
| | Probably | 2781 | 35% | 35% | 37% | 33% | 35% | 35% | 38% | 31% |
| | Probably Not | 1117 | 14% | 12% | 15% | 13% | 14% | 14% | 16% | 13% |
| | Definitely Not | 2185 | 28% | 31% | 26% | 30% | 25% | 30% | 21% | 39% |
| | Not Sure | 309 | 4% | 4% | 3% | 3% | 5% | 3% | 6% | 4% |

| | | N | % | Gender by Age | | | | | | |
|---|-------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 54% | 56% | 53% | 57% | 53% | 58% | 44% |
| | Definitely/Probably NOT | 3302 | 42% | 42% | 41% | 44% | 38% | 44% | 37% | 52% |
| | Not sure | 309 | 4% | 4% | 3% | 3% | 5% | 3% | 6% | 4% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 13% | 19% | 22% | 17% | 18% | 16% | 16% |
| | Probably | 1667 | 21% | 19% | 20% | 19% | 21% | 24% | 22% | 21% |
| | Probably Not | 1478 | 19% | 15% | 19% | 17% | 19% | 19% | 22% | 14% |
| | Definitely Not | 3012 | 38% | 50% | 35% | 39% | 38% | 36% | 35% | 42% |
| | Not Sure | 361 | 5% | 4% | 7% | 3% | 6% | 2% | 5% | 6% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 31% | 39% | 41% | 37% | 42% | 37% | 37% |
| | Definitely/Probably NOT | 4489 | 57% | 65% | 54% | 56% | 57% | 56% | 57% | 56% |
| | Not sure | 361 | 5% | 4% | 7% | 3% | 6% | 2% | 5% | 6% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 22% | 21% | 22% | 23% | 20% | 21% | 15% |
| | Somewhat Support | 3129 | 40% | 36% | 43% | 36% | 38% | 40% | 45% | 34% |
| | Somewhat Oppose | 1152 | 15% | 14% | 15% | 14% | 15% | 13% | 15% | 17% |
| | Strongly Oppose | 1803 | 23% | 26% | 19% | 26% | 21% | 25% | 16% | 31% |
| | Not sure | 153 | 2% | 2% | 2% | 1% | 2% | 1% | 3% | 3% |

| | | N | % | Gender by Age | | | | | | |
|--|---------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 58% | 64% | 59% | 61% | 60% | 66% | 49% |
| | Oppose | 2955 | 37% | 40% | 34% | 40% | 37% | 38% | 31% | 48% |
| | Not sure | 153 | 2% | 2% | 2% | 1% | 2% | 1% | 3% | 3% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 18% | 17% | 19% | 21% | 18% | 18% | 14% |
| | Somewhat Support | 3157 | 40% | 36% | 50% | 35% | 40% | 37% | 47% | 32% |
| | Somewhat Oppose | 1356 | 17% | 19% | 13% | 18% | 18% | 18% | 17% | 18% |
| | Strongly Oppose | 1828 | 23% | 26% | 18% | 27% | 20% | 27% | 17% | 33% |
| | Not sure | 130 | 2% | 1% | 2% | 1% | 1% | 1% | 2% | 3% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Support | 4583 | 58% | 54% | 67% | 54% | 61% | 54% | 64% | 46% |
| | Oppose | 3183 | 40% | 45% | 31% | 45% | 38% | 44% | 33% | 52% |
| | Not sure | 130 | 2% | 1% | 2% | 1% | 1% | 1% | 2% | 3% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 19% | 14% | 16% | 16% | 14% | 14% | 8% |
| | Somewhat Support | 2466 | 31% | 27% | 30% | 31% | 34% | 30% | 35% | 25% |
| | Somewhat Oppose | 1501 | 19% | 19% | 20% | 17% | 18% | 19% | 19% | 21% |
| | Strongly Oppose | 2401 | 30% | 32% | 28% | 33% | 27% | 33% | 24% | 43% |
| | Not sure | 392 | 5% | 3% | 8% | 3% | 5% | 4% | 7% | 3% |

| | | N | % | Gender by Age | | | | | | |
|---|---|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 46% | 44% | 47% | 50% | 44% | 49% | 34% |
| | Oppose | 3902 | 49% | 51% | 48% | 50% | 45% | 52% | 44% | 63% |
| | Not sure | 392 | 5% | 3% | 8% | 3% | 5% | 4% | 7% | 3% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 31% | 28% | 38% | 33% | 43% | 33% | 41% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 43% | 41% | 39% | 40% | 34% | 40% | 32% |
| | Benefits all projects statewide | 1413 | 18% | 20% | 22% | 15% | 19% | 16% | 19% | 16% |
| | Not Sure | 637 | 8% | 5% | 9% | 9% | 8% | 7% | 8% | 10% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 51% | 53% | 36% | 47% | 29% | 44% | 34% |
| | No Toll money should not be available for transit | 3832 | 49% | 41% | 34% | 56% | 41% | 62% | 43% | 55% |
| | Not Sure | 859 | 11% | 9% | 13% | 8% | 12% | 9% | 13% | 11% |

| | | N | % | Gender by Age | | | | | | |
|---|---------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 13% | 14% | 19% | 14% | 17% | 12% | 14% |
| | Somewhat Support | 1710 | 22% | 17% | 25% | 21% | 21% | 22% | 24% | 18% |
| | Somewhat Oppose | 1388 | 18% | 18% | 18% | 17% | 18% | 18% | 17% | 17% |
| | Strongly Oppose | 3230 | 41% | 46% | 36% | 40% | 42% | 40% | 41% | 44% |
| | Not sure | 392 | 5% | 5% | 6% | 3% | 5% | 3% | 6% | 7% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 31% | 39% | 40% | 35% | 39% | 36% | 32% |
| | Oppose | 4618 | 58% | 64% | 55% | 57% | 60% | 58% | 58% | 61% |
| | Not sure | 392 | 5% | 5% | 6% | 3% | 5% | 3% | 6% | 7% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Somewhat Support | 515 | 10% | 10% | 8% | 8% | 11% | 10% | 13% | 9% |
| | Somewhat Oppose | 1259 | 25% | 23% | 38% | 25% | 22% | 24% | 25% | 20% |
| | Strongly Oppose | 2909 | 58% | 62% | 49% | 62% | 59% | 60% | 54% | 62% |
| | Not sure | 288 | 6% | 3% | 5% | 4% | 7% | 5% | 7% | 10% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 11% | 9% | 9% | 12% | 11% | 14% | 9% |
| | Oppose | 4169 | 83% | 86% | 86% | 87% | 81% | 84% | 79% | 81% |
| | Not sure | 288 | 6% | 3% | 5% | 4% | 7% | 5% | 7% | 10% |

| | | N | % | Gender by Age | | | | | | |
|--|-------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 1% | 1% | 2% | 3% | 1% | 3% | 2% |
| | Somewhat Support | 936 | 21% | 14% | 31% | 17% | 22% | 20% | 24% | 14% |
| | Somewhat Oppose | 860 | 19% | 22% | 24% | 20% | 18% | 20% | 17% | 17% |
| | Strongly Oppose | 2360 | 53% | 60% | 40% | 56% | 52% | 56% | 50% | 60% |
| | Not sure | 209 | 5% | 4% | 3% | 5% | 5% | 4% | 6% | 7% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 14% | 32% | 19% | 26% | 21% | 27% | 16% |
| | Oppose | 3220 | 72% | 82% | 65% | 76% | 69% | 75% | 67% | 77% |
| | Not sure | 209 | 5% | 4% | 3% | 5% | 5% | 4% | 6% | 7% |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 5% | 7% | 11% | 12% | 15% | 18% | 14% |
| | Large majority (75-99%) | 2485 | 31% | 32% | 26% | 34% | 30% | 34% | 33% | 28% |
| | Mostly (50-74%) | 1566 | 20% | 19% | 18% | 20% | 19% | 21% | 18% | 24% |
| | Some (25-49%) | 806 | 10% | 11% | 11% | 11% | 10% | 11% | 9% | 9% |
| | Very little (1-24%) | 1404 | 18% | 19% | 23% | 18% | 21% | 15% | 16% | 16% |
| | None (0%) | 607 | 8% | 13% | 15% | 5% | 8% | 4% | 6% | 10% |

| | | N | % | Gender by Age | | | | | | |
|---|-------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 37% | 33% | 45% | 42% | 49% | 51% | 41% |
| | Med. Drive alone | 2372 | 30% | 30% | 29% | 32% | 29% | 32% | 27% | 33% |
| | Low Drive alone | 2011 | 25% | 32% | 38% | 23% | 28% | 19% | 22% | 26% |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 1% | 3% | 0% | 2% | 2% | 2% | 3% |
| | Large majority (75-99%) | 732 | 9% | 4% | 11% | 5% | 10% | 11% | 10% | 10% |
| | Mostly (50-74%) | 954 | 12% | 13% | 13% | 10% | 12% | 13% | 11% | 15% |
| | Some (25-49%) | 1189 | 15% | 16% | 18% | 17% | 16% | 13% | 14% | 14% |
| | Very little (1-24%) | 2726 | 35% | 46% | 39% | 40% | 36% | 30% | 30% | 32% |
| | None (0%) | 2158 | 27% | 21% | 17% | 27% | 25% | 31% | 34% | 27% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 18% | 26% | 16% | 24% | 26% | 23% | 27% |
| | Low Carpool | 3915 | 50% | 61% | 57% | 57% | 51% | 43% | 44% | 46% |
| | No Carpool | 2158 | 27% | 21% | 17% | 27% | 25% | 31% | 34% | 27% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 11% | 11% | 5% | 7% | 3% | 5% | 4% |
| | Mostly (50-74%) | 360 | 5% | 5% | 6% | 6% | 7% | 2% | 3% | 4% |
| | Some (25-49%) | 297 | 4% | 7% | 5% | 5% | 4% | 2% | 3% | 3% |
| | Very little (1-24%) | 956 | 12% | 19% | 14% | 11% | 11% | 11% | 12% | 13% |
| | None (0%) | 5792 | 73% | 57% | 64% | 72% | 71% | 82% | 76% | 75% |

| | | N | % | Gender by Age | | | | | | |
|--|----------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 17% | 17% | 12% | 14% | 5% | 9% | 8% |
| | Low Transit | 1253 | 16% | 26% | 19% | 16% | 14% | 13% | 14% | 17% |
| | No Transit | 5792 | 73% | 57% | 64% | 72% | 71% | 82% | 76% | 75% |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Mostly (50- 74%) | 32 | 0% | 0% | 0% | 1% | 0% | 1% | 0% | 0% |
| | Some (25-49%) | 84 | 1% | 0% | 0% | 3% | 1% | 1% | 0% | 1% |
| | Very little (1- 24%) | 344 | 4% | 5% | 2% | 9% | 3% | 6% | 2% | 4% |
| | None (0%) | 7417 | 94% | 94% | 98% | 86% | 96% | 91% | 98% | 94% |
| Ride a Motorcycle % | Ride a Motorcycle 1%... | 480 | 6% | 6% | 2% | 14% | 4% | 9% | 2% | 6% |
| | No Riding a Motorcycle | 7417 | 94% | 94% | 98% | 86% | 96% | 91% | 98% | 94% |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 5% | 3% | 2% | 2% | 1% | 1% | 2% |
| | Mostly (50- 74%) | 156 | 2% | 3% | 3% | 3% | 2% | 1% | 1% | 1% |
| | Some (25-49%) | 272 | 3% | 10% | 3% | 4% | 2% | 2% | 3% | 4% |
| | Very little (1- 24%) | 1688 | 21% | 27% | 31% | 20% | 22% | 18% | 19% | 20% |
| | None (0%) | 5628 | 71% | 56% | 60% | 70% | 72% | 78% | 76% | 73% |

| | | N | % | Gender by Age | | | | | | |
|--|--------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 44% | 40% | 30% | 28% | 22% | 24% | 27% |
| | No Riding a Bike/Walking | 5628 | 71% | 56% | 60% | 70% | 72% | 78% | 76% | 73% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 4% | 0% | 1% | 1% | 1% | 0% |
| | Some (25-49%) | 72 | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 2% |
| | Very little (1-24%) | 708 | 9% | 8% | 12% | 10% | 9% | 9% | 8% | 8% |
| | None (0%) | 6996 | 89% | 91% | 83% | 89% | 89% | 89% | 90% | 88% |
| Traveling some other way % | Other Travel 1%+ | 901 | 11% | 9% | 17% | 11% | 11% | 11% | 10% | 12% |
| | No Other Travel | 6996 | 89% | 91% | 83% | 89% | 89% | 89% | 90% | 88% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 27% | 27% | 16% | 23% | 18% | 30% | 22% |
| | 5000 to 9999 miles | 2667 | 34% | 30% | 33% | 28% | 34% | 37% | 36% | 33% |
| | 10000 to 14999 miles | 2038 | 26% | 27% | 25% | 31% | 26% | 27% | 21% | 24% |
| | 15000 to 19999 miles | 669 | 8% | 9% | 6% | 13% | 8% | 10% | 5% | 9% |
| | 20000 or more miles | 529 | 7% | 4% | 7% | 11% | 6% | 8% | 4% | 6% |
| | Not sure | 174 | 2% | 2% | 3% | 1% | 2% | 1% | 3% | 7% |

| | | N | % | Gender by Age | | | | | | |
|--|----------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 42% | 37% | 30% | 31% | 24% | 27% | 26% |
| | Suburban | 2456 | 31% | 32% | 35% | 36% | 33% | 31% | 25% | 26% |
| | Small town | 1360 | 17% | 13% | 11% | 16% | 16% | 20% | 20% | 19% |
| | Rural | 1675 | 21% | 12% | 16% | 17% | 19% | 24% | 27% | 27% |
| | Not sure | 60 | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 2% |
| How many people live in your household including you? | 1 | 1143 | 15% | 13% | 10% | 12% | 14% | 12% | 26% | 12% |
| | 2 | 3516 | 46% | 29% | 38% | 28% | 34% | 67% | 55% | 48% |
| | 3 | 1200 | 16% | 22% | 17% | 20% | 20% | 11% | 11% | 15% |
| | 4 | 942 | 12% | 15% | 16% | 24% | 21% | 5% | 3% | 10% |
| | 5+ | 783 | 10% | 19% | 18% | 15% | 10% | 4% | 5% | 16% |
| | Prefer not to answer | 29 | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| How many children under18 year of age live in your household | 0 | 5254 | 69% | 61% | 67% | 48% | 53% | 86% | 87% | 54% |
| | 1 | 874 | 12% | 16% | 14% | 20% | 21% | 4% | 4% | 8% |
| | 2 | 621 | 8% | 10% | 9% | 20% | 16% | 1% | 1% | 4% |
| | 3+ | 738 | 10% | 13% | 10% | 11% | 9% | 7% | 7% | 22% |
| | Prefer not to answer | 110 | 1% | 0% | 0% | 1% | 1% | 1% | 1% | 11% |

| | | N | % | Gender by Age | | | | | | |
|--|---------------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 3% | 6% | 3% | 3% | 2% | 3% | 5% |
| | \$15,000 to \$24,999 | 346 | 5% | 3% | 8% | 2% | 4% | 4% | 6% | 3% |
| | \$25,000 to \$34,999 | 487 | 6% | 10% | 9% | 3% | 6% | 6% | 8% | 5% |
| | \$35,000 to \$49,999 | 790 | 10% | 6% | 11% | 8% | 8% | 13% | 13% | 7% |
| | \$50,000 to \$74,999 | 1457 | 19% | 27% | 22% | 17% | 17% | 20% | 21% | 11% |
| | \$75,000 to \$99,999 | 1127 | 15% | 17% | 17% | 17% | 15% | 14% | 13% | 10% |
| | \$100,000 to \$149,999 | 1143 | 15% | 13% | 12% | 22% | 18% | 15% | 12% | 10% |
| | \$150,000 or more | 591 | 8% | 7% | 3% | 12% | 11% | 8% | 5% | 7% |
| | Prefer not to answer | 1406 | 19% | 14% | 12% | 16% | 18% | 17% | 20% | 41% |
| | | | | | | | | | | |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 83% | 77% | 75% | 78% | 84% | 87% | 56% |
| | Hispanic | 116 | 2% | 2% | 3% | 3% | 2% | 1% | 1% | 1% |
| | African/American | 94 | 1% | 2% | 2% | 2% | 2% | 1% | 1% | 1% |
| | Asian/Pacific Islander | 164 | 2% | 3% | 4% | 3% | 3% | 1% | 2% | 1% |
| | Native American (Indian Nation) | 86 | 1% | 0% | 3% | 1% | 1% | 1% | 1% | 1% |
| | Other | 193 | 3% | 1% | 4% | 3% | 3% | 2% | 1% | 5% |
| | Prefer not to answer | 900 | 12% | 9% | 7% | 15% | 11% | 10% | 8% | 35% |

| | | N | % | Gender by Age | | | | | | |
|--|------------------------|------|-----|---------------|-------|---------|---------|-------|-------|-----|
| | | | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| | | | | % | % | % | % | % | % | % |
| What is your current employment status | Employed Full-time | 4001 | 53% | 69% | 55% | 81% | 67% | 37% | 37% | 45% |
| | Employed Part-time | 750 | 10% | 9% | 16% | 5% | 11% | 7% | 14% | 8% |
| | Student and Employed | 108 | 1% | 8% | 4% | 0% | 1% | 0% | 0% | 1% |
| | Student / Not Employed | 130 | 2% | 6% | 6% | 1% | 1% | 0% | 0% | 2% |
| | Homemaker | 254 | 3% | 0% | 10% | 1% | 8% | 0% | 3% | 2% |
| | Military Personnel | 23 | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% |
| | Retired | 1536 | 20% | 0% | 0% | 2% | 1% | 47% | 38% | 19% |
| | Not Currently Employed | 300 | 4% | 4% | 4% | 4% | 5% | 4% | 4% | 3% |
| | Prefer not to answer | 429 | 6% | 3% | 2% | 6% | 6% | 5% | 4% | 21% |

Means

| | All | Gender by Age | | | | | | |
|--|--------|---------------|--------|---------|---------|--------|--------|--------|
| | | M <35 | F <35 | M 35-54 | F 35-54 | M 55+ | F 55+ | NA |
| Number of cases | 7897 | 596 | 910 | 1069 | 1312 | 1821 | 1541 | 647 |
| Row percent | 100.0% | 7.6% | 11.5% | 13.5% | 16.6% | 23.1% | 19.5% | 8.2% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.16 | 2.10 | 2.04 | 2.03 | 2.14 | 2.09 | 1.99 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.16 | 1.97 | 1.98 | 1.97 | 2.01 | 1.93 | 2.00 |
| 3. Rating: State giving your area it | 1.94 | 2.14 | 2.01 | 1.91 | 1.95 | 1.93 | 1.89 | 1.89 |
| 9. Preservation - Avg % | 45.40 | 49.93 | 47.70 | 50.00 | 43.64 | 45.65 | 43.67 | 37.31 |
| 10. New lanes- Avg % | 24.14 | 29.38 | 25.91 | 28.78 | 23.06 | 25.02 | 20.27 | 18.04 |
| 11. Transit/rail - Avg % | 37.48 | 48.66 | 42.57 | 37.18 | 41.44 | 30.52 | 38.58 | 29.47 |
| 12. Bike/sidewalk - Avg % | 29.99 | 46.51 | 35.90 | 32.25 | 32.94 | 23.66 | 26.88 | 21.90 |
| 13. Ferries - Avg % | 28.66 | 31.66 | 27.61 | 28.16 | 27.37 | 27.27 | 31.29 | 28.40 |
| 9. Preservation Funding | 453.95 | 499.31 | 477.01 | 499.99 | 436.45 | 456.48 | 436.71 | 373.05 |
| 10. New lanes Funding | 159.30 | 193.92 | 171.03 | 189.92 | 152.19 | 165.10 | 133.81 | 119.05 |
| 11. Transit/rail Funding | 98.95 | 128.45 | 112.40 | 98.16 | 109.39 | 80.56 | 101.86 | 77.81 |
| 12. Bike/sidewalk Funding | 9.90 | 15.35 | 11.85 | 10.64 | 10.87 | 7.81 | 8.87 | 7.23 |
| 13. Ferries Funding | 40.98 | 45.27 | 39.48 | 40.27 | 39.14 | 39.00 | 44.75 | 40.62 |
| Q9-13. Total Funded | 763.08 | 882.30 | 811.76 | 838.99 | 748.04 | 748.95 | 726.00 | 617.76 |
| Q9-13. Total Cost | 25.18 | 29.12 | 26.79 | 27.69 | 24.69 | 24.72 | 23.96 | 20.39 |
| Q9-13. Percent Funded | .36 | .42 | .39 | .40 | .36 | .36 | .35 | .29 |
| 14. Gas Tax - Raised | 150.29 | 188.55 | 135.61 | 168.71 | 139.42 | 153.77 | 148.87 | 120.85 |
| 14. Gas Tax - Cost | 5.05 | 6.34 | 4.56 | 5.67 | 4.69 | 5.17 | 5.00 | 4.06 |
| 15. MVET - Raised | 244.61 | 297.21 | 221.67 | 242.06 | 251.54 | 230.52 | 274.03 | 188.04 |
| 15. MVET - Cost | 8.85 | 10.75 | 8.02 | 8.76 | 9.10 | 8.34 | 9.91 | 6.80 |
| 16. VLF - Raised | 158.83 | 190.97 | 130.54 | 164.74 | 161.80 | 153.80 | 172.07 | 135.79 |
| 16. VLF - Cost | 4.19 | 5.04 | 3.45 | 4.35 | 4.27 | 4.06 | 4.54 | 3.59 |
| Q14-16. Total Raised | 553.72 | 676.72 | 487.83 | 575.51 | 552.75 | 538.09 | 594.97 | 444.67 |
| Q14-16. Total Cost | 18.09 | 22.13 | 16.02 | 18.78 | 18.06 | 17.57 | 19.46 | 14.45 |
| Shortfall | 209.35 | 205.58 | 323.94 | 263.48 | 195.29 | 210.86 | 131.02 | 173.09 |
| % of Funding Raised | .87 | .83 | .66 | .70 | .89 | 1.01 | .99 | .77 |
| 34a. % of weekly trips: Driving alone in your .. | 56.29 | 49.51 | 44.32 | 57.59 | 54.06 | 61.41 | 61.53 | 54.85 |
| 34b. % of weekly trips: Carpooling | 24.85 | 21.04 | 28.96 | 20.51 | 25.79 | 26.08 | 23.77 | 26.90 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 15.88 | 15.38 | 10.94 | 12.56 | 5.18 | 8.75 | 7.91 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.14 | .20 | 2.88 | .58 | 1.66 | .29 | 1.39 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 11.44 | 7.96 | 6.51 | 5.43 | 3.42 | 4.03 | 6.10 |
| 34f. % of weekly trips: Traveling some other .. | 1.98 | .99 | 3.18 | 1.57 | 1.57 | 2.24 | 1.63 | 2.85 |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|-----------------|------------|------|------|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 5978 | 654 | 900 | 1869 | 4318 | 1406 | 4487 | 3236 | 174 |
| Row percent | | | 100% | 79% | 9% | 12% | 25% | 57% | 19% | 57% | 41% | 2% |
| Gender | Male | 3668 | 46% | 47% | 42% | 48% | 41% | 50% | 44% | 42% | 54% | 23% |
| | Female | 3985 | 50% | 52% | 55% | 42% | 57% | 49% | 51% | 55% | 44% | 61% |
| | NA | 244 | 3% | 1% | 3% | 10% | 2% | 1% | 5% | 3% | 3% | 16% |
| Age range | 18-34 | 1543 | 20% | 19% | 28% | 15% | 24% | 20% | 14% | 20% | 19% | 31% |
| | 35-54 | 2415 | 31% | 30% | 38% | 35% | 24% | 35% | 29% | 28% | 35% | 24% |
| | 55+ | 3390 | 43% | 46% | 29% | 35% | 48% | 41% | 43% | 46% | 40% | 30% |
| | NA | 549 | 7% | 4% | 6% | 16% | 4% | 4% | 14% | 7% | 6% | 16% |
| Gender by Age | M <35 | 596 | 8% | 8% | 7% | 6% | 7% | 9% | 6% | 8% | 7% | 8% |
| | F <35 | 910 | 12% | 11% | 20% | 7% | 16% | 11% | 8% | 12% | 11% | 16% |
| | M 35-54 | 1069 | 14% | 13% | 17% | 17% | 9% | 17% | 12% | 10% | 18% | 6% |
| | F 35-54 | 1312 | 17% | 17% | 20% | 16% | 14% | 18% | 16% | 17% | 16% | 15% |
| | M 55+ | 1821 | 23% | 24% | 16% | 20% | 24% | 23% | 22% | 22% | 25% | 7% |
| | F 55+ | 1541 | 20% | 22% | 12% | 14% | 24% | 18% | 21% | 23% | 15% | 23% |
| | NA | 647 | 8% | 5% | 7% | 20% | 6% | 5% | 15% | 8% | 8% | 24% |
| Ethnicity | White | 5978 | 79% | 100% | 0% | 0% | 81% | 84% | 62% | 81% | 77% | 63% |
| | Non-white | 654 | 9% | 0% | 100% | 0% | 9% | 9% | 7% | 8% | 9% | 13% |
| | Refused | 900 | 12% | 0% | 0% | 100% | 10% | 7% | 31% | 11% | 13% | 23% |
| HH Income | <\$50K | 1869 | 25% | 25% | 26% | 20% | 100% | 0% | 0% | 28% | 20% | 26% |
| | \$50K+ | 4318 | 57% | 60% | 58% | 33% | 0% | 100% | 0% | 54% | 62% | 30% |
| | Ref inc | 1406 | 19% | 14% | 16% | 47% | 0% | 0% | 100% | 18% | 18% | 44% |
| 36. How many | <10K miles | 4487 | 57% | 58% | 53% | 50% | 64% | 54% | 56% | 100% | 0% | 0% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|--------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 37. Would you describe the area you live in as: | 10K+ miles | 3236 | 41% | 40% | 44% | 46% | 33% | 45% | 39% | 0% | 100% | 0% |
| | Not sure | 174 | 2% | 2% | 3% | 4% | 2% | 1% | 5% | 0% | 0% | 100% |
| | Urban | 2346 | 30% | 30% | 41% | 25% | 30% | 32% | 25% | 35% | 23% | 34% |
| | Suburban | 2456 | 31% | 31% | 30% | 30% | 23% | 34% | 34% | 29% | 34% | 22% |
| | Rural | 3094 | 39% | 39% | 29% | 45% | 47% | 35% | 41% | 36% | 43% | 43% |
| Education | Did not graduate college | 3030 | 42% | 42% | 43% | 39% | 57% | 37% | 38% | 42% | 42% | 46% |
| | Graduated college' | 4182 | 58% | 58% | 57% | 61% | 43% | 63% | 62% | 58% | 58% | 54% |
| What county in | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% |

| | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | % | % | % | % | % | % | % | % | % |
| Asotin | 25 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| Benton | 223 | 3% | 3% | 2% | 4% | 2% | 3% | 3% | 3% | 3% | 4% |
| Chelan | 94 | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| Clallam | 44 | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 1% | 1% | 0% |
| Clark | 495 | 6% | 6% | 4% | 9% | 7% | 6% | 6% | 6% | 7% | 10% |
| Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Cowlitz | 124 | 2% | 2% | 1% | 1% | 2% | 2% | 1% | 1% | 2% | 0% |
| Douglas | 52 | 1% | 1% | 0% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Franklin | 65 | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Grant | 81 | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 2% | 1% |
| Grays Harbor | 69 | 1% | 1% | 1% | 0% | 2% | 1% | 0% | 1% | 1% | 1% |
| Island | 126 | 2% | 2% | 1% | 2% | 1% | 2% | 2% | 2% | 2% | 1% |
| Jefferson | 47 | 1% | 1% | 0% | 0% | 1% | 0% | 1% | 1% | 1% | 0% |
| King | 2702 | 35% | 34% | 42% | 34% | 26% | 37% | 41% | 39% | 28% | 34% |
| Kitsap | 356 | 5% | 5% | 4% | 6% | 3% | 5% | 5% | 5% | 4% | 4% |
| Kittitas | 67 | 1% | 1% | 0% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Lewis | 82 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 1% |
| Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Mason | 30 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| Okanogan | 36 | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 1% |
| Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% |
| Pierce | 647 | 8% | 8% | 12% | 10% | 10% | 8% | 8% | 7% | 11% | 8% |
| San Juan | 91 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Snohomish | 662 | 8% | 9% | 6% | 8% | 8% | 9% | 7% | 8% | 9% | 8% |
| Spokane | 541 | 7% | 7% | 6% | 7% | 8% | 6% | 7% | 6% | 9% | 10% |
| Stevens | 53 | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--------------------|----------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| RTPO | Thurston | 295 | 4% | 4% | 3% | 2% | 4% | 4% | 2% | 4% | 4% | 3% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Whatcom | 233 | 3% | 3% | 4% | 4% | 4% | 3% | 3% | 3% | 3% | 3% |
| | Whitman | 62 | 1% | 1% | 2% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Yakima | 277 | 4% | 4% | 3% | 3% | 5% | 3% | 2% | 3% | 4% | 1% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | | | | | | | | | | | | |
| | BFWW | 364 | 5% | 5% | 3% | 6% | 5% | 5% | 4% | 5% | 5% | 5% |
| | NE WA | 68 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 3% |
| | N. Central | 183 | 2% | 3% | 2% | 1% | 3% | 2% | 2% | 3% | 2% | 2% |
| | Palouse | 95 | 1% | 1% | 2% | 1% | 2% | 1% | 2% | 1% | 1% | 1% |
| | Peninsula | 477 | 6% | 6% | 5% | 8% | 5% | 6% | 7% | 7% | 6% | 4% |
| | PSRC | 4011 | 51% | 51% | 60% | 52% | 43% | 54% | 56% | 54% | 48% | 50% |
| | QuadCo | 183 | 2% | 3% | 1% | 1% | 3% | 2% | 1% | 2% | 3% | 3% |
| | Skagit/Isi | 239 | 3% | 3% | 2% | 3% | 3% | 3% | 4% | 3% | 3% | 2% |
| | Spokane | 541 | 7% | 7% | 6% | 7% | 8% | 6% | 7% | 6% | 9% | 10% |
| | SW RTC | 528 | 7% | 7% | 4% | 10% | 7% | 7% | 7% | 6% | 8% | 10% |
| | SW RTPO | 305 | 4% | 4% | 3% | 3% | 6% | 3% | 3% | 4% | 4% | 2% |
| | Thurston | 295 | 4% | 4% | 3% | 2% | 4% | 4% | 2% | 4% | 4% | 3% |
| | Whatcom | 233 | 3% | 3% | 4% | 4% | 4% | 3% | 3% | 3% | 3% | 3% |
| | Yakima | 277 | 4% | 4% | 3% | 3% | 5% | 3% | 2% | 3% | 4% | 1% |
| 1. To start, using | A Excellent | 179 | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|-------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | B Above Average | 1875 | 24% | 25% | 23% | 20% | 22% | 26% | 21% | 26% | 22% | 19% |
| | C Average | 3566 | 45% | 46% | 43% | 41% | 46% | 45% | 45% | 45% | 45% | 52% |
| | D Below Average | 1637 | 21% | 20% | 21% | 25% | 22% | 20% | 21% | 20% | 22% | 14% |
| | F Failing | 538 | 7% | 6% | 11% | 10% | 6% | 7% | 9% | 6% | 8% | 7% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 5% |
| | A/B=Above Average | 2054 | 26% | 27% | 25% | 23% | 25% | 28% | 23% | 28% | 24% | 21% |
| | C=Average | 3566 | 45% | 46% | 43% | 41% | 46% | 45% | 45% | 45% | 45% | 52% |
| | D/F=Below Average | 2175 | 28% | 26% | 32% | 34% | 28% | 26% | 30% | 26% | 30% | 21% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 5% |
| | A Excellent | 208 | 3% | 3% | 3% | 2% | 3% | 3% | 2% | 3% | 2% | 1% |
| | B Above Average | 1560 | 20% | 20% | 20% | 17% | 18% | 21% | 20% | 21% | 18% | 15% |
| | C Average | 3298 | 42% | 42% | 42% | 42% | 42% | 42% | 41% | 42% | 41% | 57% |
| | D Below Average | 2058 | 26% | 26% | 23% | 27% | 26% | 26% | 26% | 25% | 28% | 17% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | F Failing | 733 | 9% | 8% | 12% | 12% | 10% | 9% | 10% | 9% | 10% | 8% |
| | Not sure | 39 | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% |
| 2. How would you | A/B=Above | 1768 | 22% | 23% | 23% | 19% | 21% | 23% | 22% | 24% | 21% | 17% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|-------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | C=Average | 3298 | 42% | 42% | 42% | 42% | 42% | 42% | 41% | 42% | 41% | 57% |
| | D/F=Below Average | 2791 | 35% | 35% | 35% | 38% | 37% | 34% | 37% | 34% | 38% | 26% |
| | Not sure | 39 | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% |
| | A Excellent | 210 | 3% | 3% | 4% | 3% | 3% | 3% | 2% | 3% | 3% | 1% |
| | B Above Average | 1105 | 14% | 15% | 15% | 9% | 12% | 16% | 13% | 15% | 13% | 12% |
| | C Average | 2878 | 36% | 36% | 37% | 38% | 35% | 38% | 33% | 37% | 36% | 34% |
| | D Below Average | 1874 | 24% | 24% | 20% | 26% | 26% | 22% | 25% | 22% | 26% | 21% |
| | F Failing | 888 | 11% | 11% | 13% | 12% | 12% | 10% | 12% | 10% | 13% | 13% |
| | Not sure | 940 | 12% | 12% | 12% | 11% | 12% | 11% | 15% | 13% | 10% | 19% |
| | | | | | | | | | | | | |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 18% | 18% | 12% | 15% | 18% | 15% | 18% | 16% | 13% |
| | C=Average | 2878 | 36% | 36% | 37% | 38% | 35% | 38% | 33% | 37% | 36% | 34% |
| | D/F=Below Average | 2761 | 35% | 34% | 33% | 38% | 38% | 32% | 37% | 32% | 39% | 34% |
| | Not sure | 940 | 12% | 12% | 12% | 11% | 12% | 11% | 15% | 13% | 10% | 19% |
| 4. | Strongly Agree | 2302 | 29% | 34% | 30% | 18% | 27% | 33% | 24% | 32% | 26% | 32% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|-------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Somewhat Agree | 2581 | 33% | 33% | 39% | 25% | 31% | 34% | 31% | 33% | 32% | 29% |
| | Somewhat Disagree | 1360 | 17% | 17% | 14% | 20% | 19% | 16% | 19% | 16% | 19% | 10% |
| | Strongly Disagree | 1284 | 16% | 13% | 15% | 33% | 17% | 13% | 22% | 14% | 19% | 23% |
| | Not sure | 370 | 5% | 5% | 3% | 4% | 6% | 4% | 4% | 5% | 4% | 6% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 65% | 69% | 43% | 58% | 67% | 55% | 65% | 58% | 61% |
| | Disagree | 2644 | 33% | 30% | 28% | 53% | 36% | 29% | 41% | 30% | 38% | 33% |
| | Not sure | 370 | 5% | 5% | 3% | 4% | 6% | 4% | 4% | 5% | 4% | 6% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 20% | 19% | 11% | 14% | 23% | 14% | 20% | 17% | 11% |
| | Somewhat Support | 2526 | 32% | 34% | 35% | 25% | 31% | 35% | 28% | 33% | 31% | 27% |
| | Somewhat Oppose | 1331 | 17% | 18% | 15% | 14% | 18% | 15% | 19% | 16% | 18% | 23% |
| | Strongly Oppose | 2293 | 29% | 25% | 26% | 47% | 32% | 24% | 35% | 27% | 32% | 32% |
| | Not sure | 271 | 3% | 3% | 5% | 3% | 4% | 3% | 3% | 4% | 3% | 7% |
| 5. | Support | 4002 | 51% | 54% | 54% | 36% | 45% | 58% | 42% | 53% | 48% | 38% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Oppose | 3624 | 46% | 43% | 41% | 61% | 50% | 39% | 55% | 43% | 50% | 55% |
| | Not sure | 271 | 3% | 3% | 5% | 3% | 4% | 3% | 3% | 4% | 3% | 7% |
| | Strongly Support | 868 | 11% | 12% | 11% | 7% | 7% | 14% | 8% | 12% | 10% | 5% |
| | Somewhat Support | 1651 | 21% | 23% | 21% | 13% | 19% | 23% | 18% | 20% | 22% | 23% |
| | Somewhat Oppose | 1514 | 19% | 20% | 21% | 14% | 18% | 21% | 17% | 19% | 19% | 16% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Oppose | 3585 | 45% | 42% | 39% | 62% | 52% | 38% | 53% | 44% | 47% | 48% |
| | Not sure | 280 | 4% | 3% | 8% | 3% | 4% | 3% | 4% | 4% | 3% | 7% |
| | Support | 2519 | 32% | 35% | 32% | 20% | 26% | 38% | 26% | 32% | 32% | 28% |
| | Oppose | 5098 | 65% | 62% | 60% | 76% | 70% | 59% | 70% | 64% | 66% | 64% |
| | Not sure | 280 | 4% | 3% | 8% | 3% | 4% | 3% | 4% | 4% | 3% | 7% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 7. | Strongly Support | 117 | 2% | 2% | 4% | 1% | 2% | 3% | 1% | 3% | 2% | 0% |
| Support/Oppose: | Somewhat Support | 1173 | 22% | 24% | 23% | 11% | 21% | 25% | 17% | 22% | 22% | 19% |
| What if it cost the average Washington family like yours an additional \$15 a month? | Somewhat Oppose | 1329 | 25% | 26% | 24% | 20% | 25% | 26% | 24% | 27% | 22% | 15% |
| | Strongly Oppose | 2561 | 48% | 44% | 43% | 65% | 49% | 43% | 54% | 44% | 52% | 58% |
| | Not sure | 200 | 4% | 4% | 5% | 4% | 3% | 4% | 4% | 4% | 3% | 8% |
| 7. | Support | 1290 | 24% | 27% | 27% | 12% | 23% | 27% | 18% | 25% | 23% | 19% |
| Support/Oppose: | Oppose | 3889 | 72% | 70% | 67% | 84% | 73% | 69% | 78% | 71% | 74% | 72% |
| What if it cost the average Washington family like yours an additional \$15 a month? | Not sure | 200 | 4% | 4% | 5% | 4% | 3% | 4% | 4% | 4% | 3% | 8% |
| 8. | Strongly Support | 66 | 2% | 2% | 1% | 2% | 2% | 2% | 0% | 2% | 1% | 4% |
| Support/Oppose: | Somewhat Support | 854 | 21% | 23% | 21% | 13% | 20% | 23% | 17% | 23% | 18% | 11% |
| What if it cost the average Washington family like yours an additional \$7.50 a month? | Somewhat Oppose | 927 | 23% | 24% | 27% | 17% | 24% | 23% | 21% | 23% | 22% | 18% |
| | Strongly Oppose | 2046 | 50% | 46% | 45% | 64% | 48% | 46% | 56% | 46% | 55% | 60% |
| | Not sure | 196 | 5% | 5% | 6% | 4% | 4% | 5% | 6% | 5% | 4% | 7% |
| 8. | Support | 920 | 22% | 25% | 22% | 15% | 23% | 25% | 17% | 25% | 19% | 15% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|----------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Oppose | 2973 | 73% | 70% | 72% | 81% | 73% | 70% | 77% | 70% | 77% | 78% |
| | Not sure | 196 | 5% | 5% | 6% | 4% | 4% | 5% | 6% | 5% | 4% | 7% |
| 9. Final: % of need funded: Preservation/maintenance of existing transportation system | 0-9 | 1758 | 22% | 19% | 22% | 32% | 26% | 17% | 27% | 22% | 21% | 35% |
| | 10-19 | 564 | 7% | 7% | 7% | 8% | 9% | 6% | 7% | 7% | 8% | 8% |
| | 20-29 | 830 | 11% | 10% | 9% | 11% | 11% | 10% | 11% | 10% | 11% | 10% |
| | 30-39 | 529 | 7% | 7% | 8% | 6% | 7% | 7% | 7% | 7% | 6% | 8% |
| | 40-49 | 494 | 6% | 6% | 8% | 6% | 8% | 5% | 7% | 6% | 7% | 4% |
| | 50-59 | 1055 | 13% | 14% | 15% | 10% | 13% | 14% | 11% | 13% | 13% | 20% |
| | 60-69 | 332 | 4% | 5% | 3% | 2% | 3% | 5% | 3% | 5% | 4% | 1% |
| | 70-79 | 467 | 6% | 6% | 5% | 7% | 6% | 6% | 4% | 7% | 5% | 4% |
| | 80-89 | 232 | 3% | 3% | 3% | 4% | 3% | 3% | 2% | 3% | 3% | 1% |
| | 90-100 | 1636 | 21% | 23% | 19% | 14% | 14% | 25% | 20% | 20% | 22% | 10% |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 42% | 40% | 57% | 48% | 40% | 49% | 47% | 40% | 46% |
| | 10-19 | 909 | 12% | 12% | 9% | 11% | 14% | 11% | 12% | 11% | 12% | 7% |
| | 20-29 | 947 | 12% | 13% | 13% | 7% | 13% | 12% | 11% | 13% | 11% | 18% |
| | 30-39 | 503 | 6% | 7% | 6% | 5% | 6% | 7% | 5% | 6% | 7% | 7% |
| | 40-49 | 318 | 4% | 4% | 6% | 3% | 3% | 5% | 5% | 4% | 4% | 6% |
| | 50-59 | 672 | 9% | 9% | 11% | 7% | 9% | 9% | 7% | 8% | 10% | 4% |
| | 60-69 | 170 | 2% | 2% | 3% | 2% | 1% | 3% | 2% | 2% | 3% | 0% |
| | 70-79 | 208 | 3% | 3% | 4% | 2% | 2% | 3% | 2% | 2% | 3% | 4% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 8% | 7% | 5% | 4% | 9% | 7% | 6% | 9% | 7% |
| 11. Final: % of | 0-9 | 3099 | 39% | 36% | 35% | 55% | 42% | 34% | 46% | 36% | 43% | 44% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|--------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | 10-19 | 589 | 7% | 7% | 9% | 7% | 8% | 7% | 8% | 7% | 8% | 9% |
| | 20-29 | 592 | 7% | 8% | 7% | 5% | 9% | 7% | 7% | 8% | 7% | 9% |
| | 30-39 | 359 | 5% | 4% | 5% | 5% | 5% | 4% | 4% | 5% | 4% | 3% |
| | 40-49 | 299 | 4% | 4% | 4% | 3% | 4% | 4% | 3% | 4% | 4% | 2% |
| | 50-59 | 624 | 8% | 9% | 9% | 4% | 7% | 9% | 7% | 8% | 8% | 5% |
| | 60-69 | 180 | 2% | 3% | 2% | 1% | 2% | 3% | 2% | 2% | 2% | 1% |
| | 70-79 | 300 | 4% | 4% | 3% | 2% | 4% | 4% | 3% | 4% | 3% | 5% |
| | 80-89 | 177 | 2% | 2% | 3% | 2% | 2% | 3% | 1% | 2% | 2% | 1% |
| | 90-100 | 1676 | 21% | 23% | 22% | 15% | 17% | 25% | 18% | 23% | 19% | 21% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 50% | 49% | 67% | 53% | 48% | 61% | 49% | 57% | 46% |
| | 10-19 | 636 | 8% | 8% | 11% | 5% | 9% | 8% | 8% | 9% | 7% | 8% |
| | 20-29 | 486 | 6% | 7% | 5% | 5% | 7% | 6% | 6% | 6% | 6% | 8% |
| | 30-39 | 210 | 3% | 3% | 5% | 2% | 3% | 2% | 2% | 2% | 3% | 4% |
| | 40-49 | 151 | 2% | 2% | 1% | 1% | 2% | 2% | 1% | 2% | 2% | 1% |
| | 50-59 | 369 | 5% | 5% | 8% | 2% | 4% | 5% | 4% | 5% | 5% | 3% |
| | 60-69 | 93 | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 2% |
| | 70-79 | 126 | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 2% | 1% | 2% |
| | 80-89 | 85 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 2% |
| | 90-100 | 1602 | 20% | 22% | 17% | 15% | 18% | 24% | 16% | 22% | 17% | 24% |
| 13. Final: % of | 0-9 | 3568 | 45% | 42% | 45% | 59% | 49% | 41% | 48% | 43% | 48% | 41% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|--|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | 10-19 | 838 | 11% | 11% | 11% | 8% | 13% | 10% | 10% | 11% | 10% | 9% |
| | 20-29 | 702 | 9% | 10% | 8% | 5% | 9% | 9% | 8% | 9% | 9% | 15% |
| | 30-39 | 375 | 5% | 5% | 4% | 5% | 5% | 4% | 6% | 5% | 5% | 6% |
| | 40-49 | 243 | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 4% |
| | 50-59 | 633 | 8% | 9% | 7% | 6% | 6% | 10% | 6% | 9% | 7% | 8% |
| | 60-69 | 141 | 2% | 2% | 3% | 1% | 1% | 2% | 1% | 2% | 2% | 3% |
| | 70-79 | 224 | 3% | 3% | 5% | 2% | 2% | 3% | 3% | 3% | 3% | 2% |
| | 80-89 | 93 | 1% | 1% | 1% | 2% | 2% | 1% | 1% | 1% | 1% | 5% |
| | 90-100 | 1080 | 14% | 15% | 13% | 10% | 10% | 16% | 13% | 14% | 13% | 6% |
| | | | | | | | | | | | | |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 24% | 29% | 19% | 25% | 24% | 24% | 24% | 24% | 25% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 15% | 15% | 7% | 12% | 16% | 11% | 14% | 13% | 14% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 17% | 10% | 12% | 10% | 19% | 12% | 17% | 13% | 6% |
| | No Gas Tax increase | 3725 | 47% | 44% | 47% | 62% | 53% | 41% | 52% | 45% | 50% | 55% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 56% | 53% | 38% | 47% | 59% | 48% | 55% | 50% | 45% |
| | No Increase | 3725 | 47% | 44% | 47% | 62% | 53% | 41% | 52% | 45% | 50% | 55% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|--|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 15% | 16% | 7% | 12% | 16% | 11% | 14% | 14% | 4% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 14% | 11% | 9% | 10% | 15% | 10% | 14% | 10% | 7% |
| | No State MVET | 3816 | 48% | 45% | 47% | 65% | 50% | 43% | 57% | 46% | 51% | 60% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 55% | 53% | 35% | 50% | 57% | 43% | 54% | 49% | 40% |
| | No Increase | 3816 | 48% | 45% | 47% | 65% | 50% | 43% | 57% | 46% | 51% | 60% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 34% | 35% | 26% | 32% | 35% | 32% | 33% | 33% | 34% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 16% | 14% | 10% | 10% | 19% | 12% | 15% | 15% | 9% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 7% | 7% | 6% | 4% | 9% | 6% | 7% | 6% | 4% |
| | No VLF increase | 3576 | 45% | 42% | 44% | 58% | 54% | 38% | 51% | 45% | 46% | 53% |
| 16. Final: Tax/fee | Increase | 4321 | 55% | 58% | 56% | 42% | 46% | 62% | 49% | 55% | 54% | 47% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|-------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | No Increase | 3576 | 45% | 42% | 44% | 58% | 54% | 38% | 51% | 45% | 46% | 53% |
| | Strongly Agree | 1985 | 25% | 28% | 23% | 12% | 20% | 30% | 20% | 27% | 23% | 15% |
| | Somewhat Agree | 3163 | 40% | 41% | 41% | 35% | 43% | 40% | 38% | 40% | 39% | 43% |
| | Somewhat Disagree | 1069 | 14% | 13% | 14% | 14% | 14% | 13% | 13% | 13% | 15% | 8% |
| | Strongly Disagree | 1457 | 18% | 15% | 17% | 37% | 20% | 15% | 24% | 16% | 21% | 25% |
| | Not Sure | 223 | 3% | 3% | 5% | 3% | 3% | 2% | 4% | 3% | 2% | 9% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 69% | 64% | 47% | 63% | 70% | 58% | 68% | 62% | 58% |
| | Disagree | 2526 | 32% | 28% | 30% | 50% | 34% | 28% | 38% | 29% | 36% | 33% |
| | Not sure | 223 | 3% | 3% | 5% | 3% | 3% | 2% | 4% | 3% | 2% | 9% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|--|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 53% | 42% | 47% | 44% | 55% | 48% | 50% | 52% | 42% |
| | No not aware of funding shortfall | 2251 | 29% | 29% | 38% | 20% | 33% | 28% | 25% | 30% | 27% | 31% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 18% | 20% | 33% | 23% | 17% | 26% | 20% | 22% | 27% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 5% | 9% | 4% | 5% | 6% | 2% | 5% | 5% | 4% |
| | Probably | 1548 | 20% | 20% | 23% | 13% | 18% | 21% | 16% | 20% | 19% | 29% |
| | Probably Not | 1694 | 21% | 23% | 20% | 14% | 21% | 23% | 19% | 22% | 21% | 15% |
| | Definitely Not | 3937 | 50% | 47% | 44% | 66% | 51% | 46% | 58% | 49% | 52% | 40% |
| | Not Sure | 343 | 4% | 5% | 4% | 3% | 5% | 4% | 4% | 5% | 4% | 12% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely/Probably | 1924 | 24% | 25% | 33% | 17% | 24% | 27% | 19% | 25% | 23% | 33% |
| | Definitely/Probably NOT | 5630 | 71% | 70% | 63% | 80% | 72% | 69% | 77% | 71% | 73% | 55% |
| | Not sure | 343 | 4% | 5% | 4% | 3% | 5% | 4% | 4% | 5% | 4% | 12% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|-------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 32% | 29% | 20% | 27% | 33% | 26% | 32% | 28% | 23% |
| | Probably | 2615 | 33% | 34% | 37% | 23% | 34% | 34% | 31% | 34% | 32% | 30% |
| | Probably Not | 1051 | 13% | 13% | 10% | 15% | 14% | 13% | 14% | 13% | 14% | 10% |
| | Definitely Not | 1685 | 21% | 18% | 21% | 38% | 22% | 19% | 26% | 19% | 25% | 27% |
| | Not Sure | 187 | 2% | 2% | 3% | 3% | 3% | 2% | 3% | 3% | 2% | 10% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 66% | 66% | 44% | 61% | 67% | 57% | 66% | 60% | 53% |
| | Definitely/Probably NOT | 2736 | 35% | 31% | 31% | 53% | 37% | 31% | 40% | 32% | 39% | 37% |
| | Not sure | 187 | 2% | 2% | 3% | 3% | 3% | 2% | 3% | 3% | 2% | 10% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 17% | 15% | 9% | 14% | 18% | 12% | 20% | 10% | 5% |
| | Probably | 1877 | 24% | 26% | 19% | 15% | 24% | 25% | 20% | 26% | 21% | 18% |
| | Probably Not | 1478 | 19% | 19% | 20% | 13% | 19% | 19% | 17% | 18% | 20% | 21% |
| | Definitely Not | 2942 | 37% | 33% | 39% | 56% | 38% | 33% | 45% | 31% | 46% | 44% |
| | Not Sure | 379 | 5% | 4% | 6% | 7% | 5% | 4% | 7% | 5% | 4% | 13% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|-------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Definitely/Probably NOT | 4420 | 56% | 53% | 59% | 69% | 57% | 52% | 62% | 49% | 66% | 65% |
| | Not sure | 379 | 5% | 4% | 6% | 7% | 5% | 4% | 7% | 5% | 4% | 13% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 11% | 8% | 8% | 8% | 13% | 8% | 12% | 8% | 7% |
| | Probably | 1662 | 21% | 22% | 25% | 15% | 19% | 24% | 19% | 22% | 20% | 20% |
| | Probably Not | 1423 | 18% | 19% | 18% | 12% | 17% | 19% | 15% | 18% | 18% | 22% |
| | Definitely Not | 3745 | 47% | 44% | 46% | 62% | 53% | 41% | 55% | 45% | 51% | 46% |
| | Not Sure | 242 | 3% | 3% | 2% | 3% | 3% | 3% | 3% | 3% | 3% | 5% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 34% | 33% | 22% | 27% | 36% | 27% | 34% | 28% | 27% |
| | Definitely/Probably NOT | 5168 | 65% | 63% | 64% | 75% | 70% | 61% | 70% | 63% | 69% | 68% |
| | Not sure | 242 | 3% | 3% | 2% | 3% | 3% | 3% | 3% | 3% | 3% | 5% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 21% | 20% | 11% | 18% | 21% | 14% | 20% | 19% | 9% |
| | Probably | 2781 | 35% | 37% | 35% | 28% | 35% | 37% | 31% | 36% | 34% | 30% |
| | Probably Not | 1117 | 14% | 14% | 14% | 12% | 13% | 14% | 16% | 14% | 14% | 19% |
| | Definitely Not | 2185 | 28% | 24% | 28% | 44% | 29% | 24% | 33% | 26% | 30% | 32% |
| | Not Sure | 309 | 4% | 4% | 2% | 4% | 5% | 3% | 5% | 4% | 3% | 9% |
| 24. Good way to | Definitely/Proba | 4286 | 54% | 57% | 55% | 30% | 53% | 58% | 46% | 56% | 53% | 30% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|-------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Definitely/Probably NOT | 3302 | 42% | 39% | 43% | 57% | 42% | 38% | 49% | 40% | 44% | 52% |
| | Not sure | 309 | 4% | 4% | 2% | 4% | 5% | 3% | 5% | 4% | 3% | 9% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 18% | 16% | 20% | 18% | 17% | 18% | 16% | 20% | 10% |
| | Probably | 1667 | 21% | 22% | 20% | 19% | 21% | 22% | 21% | 21% | 22% | 18% |
| | Probably Not | 1478 | 19% | 19% | 19% | 15% | 19% | 20% | 16% | 19% | 19% | 22% |
| | Definitely Not | 3012 | 38% | 37% | 39% | 41% | 36% | 38% | 39% | 40% | 36% | 36% |
| | Not Sure | 361 | 5% | 4% | 6% | 5% | 6% | 4% | 6% | 5% | 4% | 14% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 40% | 36% | 39% | 39% | 39% | 39% | 37% | 42% | 28% |
| | Definitely/Probably NOT | 4489 | 57% | 56% | 58% | 56% | 55% | 58% | 55% | 59% | 54% | 57% |
| | Not sure | 361 | 5% | 4% | 6% | 5% | 6% | 4% | 6% | 5% | 4% | 14% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 23% | 23% | 11% | 19% | 24% | 15% | 22% | 20% | 16% |
| | Somewhat Support | 3129 | 40% | 41% | 35% | 36% | 41% | 40% | 37% | 40% | 39% | 38% |
| | Somewhat Oppose | 1152 | 15% | 15% | 15% | 15% | 15% | 14% | 17% | 15% | 14% | 13% |
| | Strongly Oppose | 1803 | 23% | 20% | 24% | 37% | 23% | 20% | 29% | 21% | 25% | 30% |
| | Not sure | 153 | 2% | 2% | 3% | 1% | 2% | 2% | 2% | 2% | 2% | 3% |
| 26. | Support | 4789 | 61% | 64% | 58% | 47% | 60% | 64% | 52% | 62% | 59% | 54% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Oppose | 2955 | 37% | 34% | 39% | 52% | 38% | 34% | 46% | 36% | 39% | 43% |
| | Not sure | 153 | 2% | 2% | 3% | 1% | 2% | 2% | 2% | 2% | 2% | 3% |
| | Strongly Support | 1426 | 18% | 20% | 19% | 10% | 18% | 20% | 12% | 19% | 17% | 9% |
| | Somewhat Support | 3157 | 40% | 41% | 42% | 32% | 41% | 41% | 38% | 40% | 39% | 44% |
| | Somewhat Oppose | 1356 | 17% | 17% | 15% | 19% | 16% | 18% | 18% | 17% | 17% | 15% |
| | Strongly Oppose | 1828 | 23% | 20% | 22% | 37% | 23% | 20% | 30% | 22% | 25% | 27% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Not sure | 130 | 2% | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 5% |
| | Support | 4583 | 58% | 61% | 61% | 42% | 59% | 61% | 50% | 60% | 56% | 53% |
| | Oppose | 3183 | 40% | 37% | 37% | 56% | 39% | 38% | 48% | 39% | 42% | 42% |
| | Not sure | 130 | 2% | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 5% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|---|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 16% | 13% | 8% | 13% | 17% | 9% | 15% | 13% | 7% |
| | Somewhat Support | 2466 | 31% | 33% | 33% | 24% | 30% | 33% | 28% | 32% | 30% | 23% |
| | Somewhat Oppose | 1501 | 19% | 19% | 21% | 17% | 18% | 19% | 20% | 19% | 18% | 22% |
| | Strongly Oppose | 2401 | 30% | 27% | 28% | 47% | 31% | 26% | 38% | 28% | 33% | 41% |
| | Not sure | 392 | 5% | 5% | 5% | 4% | 7% | 4% | 4% | 5% | 5% | 6% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 48% | 46% | 32% | 43% | 50% | 37% | 48% | 44% | 30% |
| | Oppose | 3902 | 49% | 47% | 49% | 64% | 50% | 45% | 59% | 47% | 52% | 64% |
| | Not sure | 392 | 5% | 5% | 5% | 4% | 7% | 4% | 4% | 5% | 5% | 6% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 34% | 32% | 46% | 35% | 34% | 40% | 34% | 39% | 29% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 40% | 36% | 31% | 34% | 42% | 35% | 39% | 37% | 27% |
| | Benefits all projects statewide | 1413 | 18% | 18% | 23% | 10% | 22% | 17% | 14% | 19% | 17% | 22% |
| | Not Sure | 637 | 8% | 7% | 9% | 13% | 9% | 6% | 11% | 8% | 7% | 23% |
| 30. Regardless | Yes Toll money | 3206 | 41% | 42% | 45% | 29% | 39% | 44% | 35% | 45% | 35% | 42% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|---|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | No Toll money should not be available for transit | 3832 | 49% | 47% | 42% | 58% | 49% | 46% | 54% | 44% | 55% | 37% |
| | Not Sure | 859 | 11% | 10% | 13% | 12% | 12% | 10% | 12% | 11% | 10% | 21% |
| | Strongly Support | 1176 | 15% | 15% | 12% | 15% | 14% | 15% | 16% | 14% | 17% | 7% |
| | Somewhat Support | 1710 | 22% | 23% | 20% | 20% | 21% | 23% | 20% | 21% | 23% | 18% |
| | Somewhat Oppose | 1388 | 18% | 17% | 22% | 17% | 18% | 18% | 17% | 18% | 17% | 15% |
| | Strongly Oppose | 3230 | 41% | 40% | 40% | 45% | 41% | 40% | 42% | 42% | 39% | 42% |
| | Not sure | 392 | 5% | 5% | 5% | 4% | 5% | 4% | 5% | 5% | 5% | 18% |
| | Support | 2887 | 37% | 38% | 32% | 35% | 36% | 38% | 36% | 34% | 40% | 25% |
| | Oppose | 4618 | 58% | 57% | 63% | 61% | 59% | 58% | 59% | 61% | 55% | 57% |
| | Not sure | 392 | 5% | 5% | 5% | 4% | 5% | 4% | 5% | 5% | 5% | 18% |
| 32. Strongly Support | | 28 | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 10% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---------------------|------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Somewhat Support | 515 | 10% | 11% | 13% | 6% | 11% | 11% | 9% | 11% | 9% | 13% |
| | Somewhat Oppose | 1259 | 25% | 26% | 27% | 23% | 24% | 27% | 25% | 25% | 26% | 17% |
| | Strongly Oppose | 2909 | 58% | 57% | 54% | 66% | 58% | 57% | 59% | 58% | 58% | 50% |
| | Not sure | 288 | 6% | 6% | 5% | 5% | 6% | 5% | 6% | 5% | 6% | 19% |
| 32. | Support | 553 | 11% | 12% | 14% | 6% | 12% | 12% | 9% | 12% | 10% | 13% |
| Support/Oppose: | Oppose | 4169 | 83% | 83% | 81% | 89% | 82% | 83% | 85% | 83% | 84% | 68% |
| a flat fee of \$125 | Not sure | 288 | 6% | 6% | 5% | 5% | 6% | 5% | 6% | 5% | 6% | 19% |
| per year on | | | | | | | | | | | | |
| vehicles that get | | | | | | | | | | | | |
| over 50 miles per | | | | | | | | | | | | |
| gallon? | | | | | | | | | | | | |
| 33. | Strongly Support | 91 | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Support/Oppose: | Somewhat Support | 936 | 21% | 22% | 22% | 14% | 24% | 22% | 17% | 22% | 19% | 19% |
| a flat fee of \$50 | Somewhat Oppose | 860 | 19% | 20% | 20% | 18% | 18% | 20% | 20% | 19% | 20% | 15% |
| per year on | Strongly Oppose | 2360 | 53% | 51% | 52% | 60% | 51% | 52% | 56% | 53% | 54% | 50% |
| vehicles that get | Not sure | 209 | 5% | 5% | 3% | 6% | 5% | 4% | 5% | 4% | 5% | 15% |
| over 50 miles per | | | | | | | | | | | | |
| gallon? | | | | | | | | | | | | |
| 33. | Support | 1028 | 23% | 25% | 25% | 16% | 26% | 24% | 20% | 24% | 21% | 20% |
| Support/Oppose: | Oppose | 3220 | 72% | 71% | 72% | 78% | 69% | 72% | 75% | 72% | 74% | 65% |
| a flat fee of \$50 | Not sure | 209 | 5% | 5% | 3% | 6% | 5% | 4% | 5% | 4% | 5% | 15% |
| per year on | | | | | | | | | | | | |
| vehicles that get | | | | | | | | | | | | |
| over 50 miles per | | | | | | | | | | | | |
| gallon? | | | | | | | | | | | | |

% of weekly time

Ex. Principal

111%

126%

126%

116%

116%

126%

126%

116%

126%

116%

126%

116%

76%

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|---|-------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | Large majority (75-99%) | 2485 | 31% | 33% | 23% | 32% | 28% | 32% | 34% | 25% | 41% | 27% |
| | Mostly (50-74%) | 1566 | 20% | 19% | 21% | 23% | 21% | 18% | 20% | 19% | 22% | 12% |
| | Some (25-49%) | 806 | 10% | 10% | 13% | 9% | 8% | 12% | 10% | 11% | 9% | 7% |
| | Very little (1-24%) | 1404 | 18% | 18% | 22% | 17% | 15% | 20% | 16% | 22% | 11% | 19% |
| | None (0%) | 607 | 8% | 7% | 7% | 8% | 11% | 6% | 8% | 10% | 3% | 28% |
| | High Drive alone | 3514 | 44% | 46% | 37% | 43% | 45% | 44% | 46% | 38% | 54% | 34% |
| | Med. Drive alone | 2372 | 30% | 29% | 34% | 32% | 29% | 30% | 30% | 30% | 31% | 19% |
| | Low Drive alone | 2011 | 25% | 25% | 29% | 25% | 26% | 26% | 24% | 32% | 15% | 47% |
| | Exclusively (100%) | 138 | 2% | 2% | 2% | 1% | 3% | 1% | 1% | 2% | 1% | 3% |
| | Large majority (75-99%) | 732 | 9% | 9% | 9% | 9% | 9% | 9% | 10% | 9% | 9% | 12% |
| % of weekly trips: Carpooling or driving with someone else | Mostly (50-74%) | 954 | 12% | 11% | 16% | 12% | 12% | 12% | 13% | 13% | 12% | 7% |
| | Some (25-49%) | 1189 | 15% | 14% | 17% | 16% | 13% | 15% | 17% | 14% | 16% | 15% |
| | Very little (1-24%) | 2726 | 35% | 36% | 27% | 36% | 32% | 37% | 33% | 32% | 37% | 34% |
| | None (0%) | 2158 | 27% | 27% | 30% | 26% | 31% | 26% | 26% | 29% | 24% | 30% |
| Carpool % (High: | High Carpool | 1823 | 23% | 22% | 26% | 23% | 24% | 22% | 24% | 24% | 22% | 21% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|-------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Low Carpool | 3915 | 50% | 50% | 44% | 52% | 45% | 52% | 50% | 47% | 54% | 49% |
| | No Carpool | 2158 | 27% | 27% | 30% | 26% | 31% | 26% | 26% | 29% | 24% | 30% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 6% | 8% | 4% | 5% | 7% | 5% | 9% | 2% | 6% |
| | Mostly (50-74%) | 360 | 5% | 5% | 7% | 5% | 4% | 5% | 4% | 6% | 2% | 7% |
| | Some (25-49%) | 297 | 4% | 4% | 4% | 3% | 2% | 4% | 4% | 5% | 2% | 6% |
| | Very little (1-24%) | 956 | 12% | 12% | 16% | 12% | 11% | 13% | 13% | 13% | 10% | 18% |
| | None (0%) | 5792 | 73% | 73% | 66% | 76% | 76% | 71% | 73% | 67% | 83% | 63% |
| | | | | | | | | | | | | |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 11% | 15% | 9% | 10% | 12% | 10% | 15% | 4% | 13% |
| | Low Transit | 1253 | 16% | 16% | 20% | 15% | 14% | 17% | 17% | 18% | 13% | 24% |
| | No Transit | 5792 | 73% | 73% | 66% | 76% | 76% | 71% | 73% | 67% | 83% | 63% |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 0% | 0% | 1% |
| | Some (25-49%) | 84 | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Very little (1-24%) | 344 | 4% | 4% | 6% | 6% | 4% | 5% | 4% | 3% | 6% | 6% |
| | None (0%) | 7417 | 94% | 94% | 92% | 91% | 94% | 94% | 94% | 95% | 92% | 93% |
| | | | | | | | | | | | | |
| Ride a | Ride a | 480 | 6% | 6% | 8% | 9% | 6% | 6% | 6% | 5% | 8% | 7% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|--------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | No Riding a Motorcycle | 7417 | 94% | 94% | 92% | 91% | 94% | 94% | 94% | 95% | 92% | 93% |
| | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 2% | 2% | 2% | 2% | 2% | 1% | 2% | 1% | 10% |
| | Mostly (50-74%) | 156 | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 3% | 1% | 2% |
| | Some (25-49%) | 272 | 3% | 4% | 4% | 3% | 3% | 3% | 4% | 5% | 1% | 5% |
| | Very little (1-24%) | 1688 | 21% | 21% | 24% | 23% | 23% | 22% | 20% | 23% | 19% | 21% |
| Ride a Bike/Walk % | None (0%) | 5628 | 71% | 71% | 69% | 69% | 69% | 71% | 73% | 66% | 79% | 62% |
| | Ride a Bike/Walk 1%+ | 2269 | 29% | 29% | 31% | 31% | 31% | 29% | 27% | 34% | 21% | 38% |
| | No Riding a Bike/Walking | 5628 | 71% | 71% | 69% | 69% | 69% | 71% | 73% | 66% | 79% | 62% |
| % of weekly trips: | Exclusively | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|-------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Traveling some other way % | Large majority (75-99%) | 22 | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 3% |
| | Some (25-49%) | 72 | 1% | 1% | 2% | 2% | 1% | 1% | 1% | 1% | 1% | 4% |
| | Very little (1-24%) | 708 | 9% | 8% | 10% | 11% | 11% | 8% | 8% | 8% | 9% | 13% |
| | None (0%) | 6996 | 89% | 90% | 87% | 86% | 86% | 90% | 90% | 89% | 89% | 77% |
| | Other Travel 1%+ | 901 | 11% | 10% | 13% | 14% | 14% | 10% | 10% | 11% | 11% | 23% |
| | No Other Travel | 6996 | 89% | 90% | 87% | 86% | 86% | 90% | 90% | 89% | 89% | 77% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 23% | 23% | 21% | 31% | 20% | 22% | 41% | 0% | 0% |
| | 5000 to 9999 miles | 2667 | 34% | 35% | 31% | 29% | 33% | 34% | 34% | 59% | 0% | 0% |
| | 10000 to 14999 miles | 2038 | 26% | 25% | 28% | 27% | 23% | 27% | 24% | 0% | 63% | 0% |
| | 15000 to 19999 miles | 669 | 8% | 8% | 9% | 10% | 5% | 10% | 9% | 0% | 21% | 0% |
| | 20000 or more miles | 529 | 7% | 6% | 6% | 9% | 5% | 7% | 6% | 0% | 16% | 0% |
| | Not sure | 174 | 2% | 2% | 3% | 4% | 2% | 1% | 5% | 0% | 0% | 100% |
| 37. Would you | UrbanCity | 2346 | 30% | 30% | 41% | 25% | 30% | 32% | 25% | 35% | 23% | 34% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|----------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | Suburban | 2456 | 31% | 31% | 30% | 30% | 23% | 34% | 34% | 29% | 34% | 22% |
| | Small town | 1360 | 17% | 17% | 12% | 18% | 21% | 16% | 16% | 17% | 17% | 18% |
| | Rural | 1675 | 21% | 21% | 15% | 26% | 26% | 18% | 24% | 18% | 25% | 20% |
| | Not sure | 60 | 1% | 1% | 2% | 1% | 1% | 0% | 1% | 1% | 0% | 6% |
| How many people live in your household including you? | 1 | 1143 | 15% | 16% | 15% | 10% | 27% | 11% | 11% | 17% | 12% | 14% |
| | 2 | 3516 | 46% | 48% | 39% | 38% | 42% | 48% | 46% | 47% | 46% | 37% |
| | 3 | 1200 | 16% | 16% | 16% | 16% | 13% | 17% | 17% | 15% | 17% | 11% |
| | 4 | 942 | 12% | 12% | 13% | 15% | 9% | 15% | 9% | 12% | 13% | 13% |
| | 5+ | 783 | 10% | 8% | 15% | 19% | 8% | 9% | 16% | 8% | 13% | 25% |
| | Prefer not to answer | 29 | 0% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 1% |
| How many children under18 year of age live in your household | 0 | 5254 | 69% | 71% | 64% | 58% | 77% | 67% | 66% | 72% | 65% | 63% |
| | 1 | 874 | 12% | 11% | 14% | 10% | 10% | 13% | 10% | 11% | 12% | 7% |
| | 2 | 621 | 8% | 8% | 9% | 12% | 6% | 10% | 7% | 7% | 10% | 9% |
| | 3+ | 738 | 10% | 9% | 10% | 11% | 7% | 11% | 10% | 9% | 11% | 9% |
| | Prefer not to answer | 110 | 1% | 0% | 2% | 9% | 0% | 0% | 7% | 1% | 1% | 12% |
| Which of the | Under \$15,000 | 245 | 3% | 3% | 2% | 3% | 13% | 0% | 0% | 4% | 1% | 7% |

| | | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|--|---------------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 6% | 5% | 19% | 0% | 0% | 5% | 3% | 8% |
| | \$25,000 to \$34,999 | 487 | 6% | 7% | 6% | 5% | 26% | 0% | 0% | 7% | 6% | 4% |
| | \$35,000 to \$49,999 | 790 | 10% | 11% | 12% | 6% | 42% | 0% | 0% | 11% | 10% | 8% |
| | \$50,000 to \$74,999 | 1457 | 19% | 20% | 23% | 13% | 0% | 34% | 0% | 20% | 19% | 13% |
| | \$75,000 to \$99,999 | 1127 | 15% | 16% | 15% | 8% | 0% | 26% | 0% | 14% | 16% | 7% |
| | \$100,000 to \$149,999 | 1143 | 15% | 16% | 13% | 9% | 0% | 26% | 0% | 13% | 18% | 9% |
| | \$150,000 or more | 591 | 8% | 9% | 8% | 3% | 0% | 14% | 0% | 7% | 9% | 1% |
| | Prefer not to answer | 1406 | 19% | 14% | 16% | 47% | 0% | 0% | 100% | 18% | 18% | 44% |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 100% | 0% | 0% | 81% | 84% | 62% | 81% | 77% | 63% |
| | Hispanic | 116 | 2% | 0% | 18% | 0% | 2% | 1% | 1% | 1% | 2% | 0% |
| | African/American | 94 | 1% | 0% | 14% | 0% | 2% | 1% | 1% | 1% | 2% | 4% |
| | Asian/Pacific Islander | 164 | 2% | 0% | 25% | 0% | 1% | 3% | 2% | 2% | 2% | 1% |
| | Native American (Indian Nation) | 86 | 1% | 0% | 13% | 0% | 2% | 1% | 1% | 1% | 1% | 6% |
| | Other | 193 | 3% | 0% | 30% | 0% | 3% | 3% | 2% | 3% | 2% | 2% |
| | Prefer not to answer | 900 | 12% | 0% | 0% | 100% | 10% | 7% | 31% | 11% | 13% | 23% |
| | | | | | | | | | | | | |
| What is your | Employed Full- | 4001 | 53% | 53% | 61% | 47% | 36% | 64% | 42% | 47% | 61% | 47% |

| | N | % | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an ... | | |
|------------------------|------|-----|-----------|-----------|---------|-----------|---------|---------|--|------------|----------|
| | | | White | Non-white | Refused | <\$50K | \$50K + | Ref inc | <10K miles | 10K+ miles | Not sure |
| | | | % | % | % | % | % | % | % | % | % |
| Employed Part-time | 750 | 10% | 11% | 9% | 5% | 15% | 8% | 9% | 11% | 9% | 5% |
| Student and Employed | 108 | 1% | 1% | 3% | 1% | 2% | 1% | 1% | 2% | 1% | 2% |
| Student / Not Employed | 130 | 2% | 2% | 2% | 1% | 3% | 1% | 3% | 2% | 1% | 2% |
| Homemaker | 254 | 3% | 4% | 3% | 2% | 3% | 4% | 3% | 4% | 3% | 7% |
| Military Personnel | 23 | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 0% |
| Retired | 1536 | 20% | 23% | 11% | 11% | 29% | 16% | 21% | 24% | 15% | 13% |
| Not Currently Employed | 300 | 4% | 4% | 7% | 3% | 8% | 3% | 3% | 5% | 3% | 2% |
| Prefer not to answer | 429 | 6% | 2% | 4% | 31% | 4% | 2% | 19% | 5% | 6% | 21% |

Means

| | All | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an average year? | | |
|---|--------|-----------|-----------|---------|-----------|--------|---------|--|------------|----------|
| | | White | Non-white | Refused | <\$50K | \$50K+ | Ref inc | <10K miles | 10K+ miles | Not sure |
| Number of cases | 7897 | 5978 | 654 | 900 | 1869 | 4318 | 1406 | 4487 | 3236 | 174 |
| Row percent | 100.0% | 79.4% | 8.7% | 12.0% | 24.6% | 56.9% | 18.5% | 56.8% | 41.0% | 2.2% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.10 | 2.08 | 2.01 | 2.07 | 2.11 | 2.04 | 2.11 | 2.05 | 2.11 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.00 | 2.03 | 1.93 | 1.97 | 2.00 | 1.98 | 2.02 | 1.95 | 2.01 |
| 3. Rating: State giving your area it | 1.94 | 1.95 | 2.02 | 1.86 | 1.90 | 1.98 | 1.90 | 1.97 | 1.90 | 1.89 |
| 9. Preservation - Avg % | 45.40 | 47.96 | 44.52 | 36.99 | 39.13 | 50.79 | 41.51 | 45.38 | 46.12 | 32.26 |
| 10. New lanes- Avg % | 24.14 | 25.11 | 26.92 | 18.26 | 19.28 | 27.36 | 21.91 | 21.90 | 27.28 | 23.17 |
| 11. Transit/rail - Avg % | 37.48 | 40.02 | 39.17 | 27.01 | 33.26 | 42.55 | 31.62 | 39.89 | 34.32 | 34.11 |
| 12. Bike/sidewalk - Avg % | 29.99 | 32.15 | 28.85 | 21.28 | 27.48 | 34.12 | 23.48 | 32.32 | 26.47 | 35.31 |
| 13. Ferries - Avg % | 28.66 | 30.36 | 29.51 | 22.17 | 24.15 | 32.26 | 27.00 | 29.78 | 27.23 | 26.31 |
| 9. Preservation Funding | 453.95 | 479.60 | 445.18 | 369.94 | 391.30 | 507.87 | 415.08 | 453.81 | 461.20 | 322.58 |
| 10. New lanes Funding | 159.30 | 165.71 | 177.68 | 120.53 | 127.27 | 180.55 | 144.64 | 144.57 | 180.06 | 152.91 |
| 11. Transit/rail Funding | 98.95 | 105.65 | 103.42 | 71.30 | 87.81 | 112.34 | 83.47 | 105.31 | 90.61 | 90.04 |
| 12. Bike/sidewalk Funding | 9.90 | 10.61 | 9.52 | 7.02 | 9.07 | 11.26 | 7.75 | 10.66 | 8.74 | 11.65 |
| 13. Ferries Funding | 40.98 | 43.41 | 42.20 | 31.70 | 34.54 | 46.13 | 38.61 | 42.58 | 38.94 | 37.63 |
| Q9-13. Total Funded | 763.08 | 804.98 | 778.00 | 600.49 | 649.98 | 858.16 | 689.55 | 756.94 | 779.55 | 614.81 |
| Q9-13. Total Cost | 25.18 | 26.56 | 25.67 | 19.82 | 21.45 | 28.32 | 22.76 | 24.98 | 25.73 | 20.29 |
| Q9-13. Percent Funded | .36 | .38 | .37 | .29 | .31 | .41 | .33 | .36 | .37 | .29 |
| 14. Gas Tax - Raised | 150.29 | 163.27 | 137.01 | 106.78 | 123.49 | 174.99 | 128.36 | 160.63 | 138.11 | 110.13 |
| 14. Gas Tax - Cost | 5.05 | 5.49 | 4.61 | 3.59 | 4.15 | 5.88 | 4.31 | 5.40 | 4.64 | 3.70 |
| 15. MVET - Raised | 244.61 | 264.59 | 242.97 | 161.21 | 217.54 | 280.11 | 197.74 | 261.01 | 226.57 | 156.93 |
| 15. MVET - Cost | 8.85 | 9.57 | 8.79 | 5.83 | 7.87 | 10.13 | 7.15 | 9.44 | 8.20 | 5.68 |
| 16. VLF - Raised | 158.83 | 168.75 | 160.33 | 123.86 | 116.81 | 189.19 | 138.88 | 163.40 | 154.72 | 117.47 |
| 16. VLF - Cost | 4.19 | 4.46 | 4.23 | 3.27 | 3.08 | 5.00 | 3.67 | 4.32 | 4.09 | 3.10 |
| Q14-16. Total Raised | 553.72 | 596.61 | 540.30 | 391.85 | 457.84 | 644.29 | 464.97 | 585.04 | 519.40 | 384.54 |
| Q14-16. Total Cost | 18.09 | 19.52 | 17.63 | 12.69 | 15.10 | 21.01 | 15.13 | 19.16 | 16.92 | 12.48 |
| Shortfall | 209.35 | 208.37 | 237.70 | 208.64 | 192.14 | 213.87 | 224.57 | 171.90 | 260.15 | 230.27 |
| % of Funding Raised | .87 | .89 | .88 | .73 | 1.04 | .79 | .87 | .94 | .75 | 1.30 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 57.01 | 51.35 | 55.50 | 56.59 | 56.03 | 56.95 | 50.52 | 65.13 | 40.68 |
| 34b. % of weekly trips: Carpooling | 24.85 | 24.28 | 26.41 | 24.86 | 24.72 | 24.17 | 25.72 | 24.94 | 24.76 | 23.92 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 10.33 | 12.76 | 8.59 | 8.88 | 11.22 | 9.37 | 14.08 | 4.38 | 13.31 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.01 | 1.26 | 2.10 | 1.11 | 1.14 | 1.29 | .90 | 1.50 | 1.20 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 5.64 | 5.81 | 6.35 | 6.32 | 5.76 | 4.80 | 7.46 | 2.68 | 13.84 |

Means

| | All | Ethnicity | | | HH Income | | | 36. How many total miles would you say you drive in an average year? | | |
|--|------|-----------|-----------|---------|-----------|--------|---------|--|------------|----------|
| | | White | Non-white | Refused | <\$50K | \$50K+ | Ref inc | <10K miles | 10K+ miles | Not sure |
| 34f. % of weekly trips: Traveling some other ... | 1.98 | 1.72 | 2.40 | 2.59 | 2.39 | 1.67 | 1.87 | 2.10 | 1.55 | 7.06 |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|-----------------|-----------|------|------|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| Number of cases | | 7897 | | 2346 | 2456 | 3094 | 3030 | 4182 |
| Row percent | | | 100% | 30% | 31% | 39% | 42% | 58% |
| Gender | Male | 3668 | 46% | 45% | 49% | 46% | 47% | 47% |
| | Female | 3985 | 50% | 52% | 48% | 51% | 52% | 52% |
| | NA | 244 | 3% | 3% | 3% | 3% | 1% | 1% |
| Age range | 18-34 | 1543 | 20% | 26% | 21% | 13% | 22% | 19% |
| | 35-54 | 2415 | 31% | 31% | 34% | 27% | 30% | 32% |
| | 55+ | 3390 | 43% | 37% | 39% | 50% | 44% | 44% |
| | NA | 549 | 7% | 6% | 6% | 9% | 4% | 6% |
| Gender by Age | M <35 | 596 | 8% | 11% | 8% | 5% | 8% | 7% |
| | F <35 | 910 | 12% | 14% | 13% | 8% | 14% | 11% |
| | M 35-54 | 1069 | 14% | 14% | 16% | 12% | 14% | 14% |
| | F 35-54 | 1312 | 17% | 17% | 18% | 15% | 16% | 17% |
| | M 55+ | 1821 | 23% | 19% | 23% | 26% | 24% | 23% |
| | F 55+ | 1541 | 20% | 18% | 16% | 24% | 20% | 20% |
| | NA | 647 | 8% | 7% | 7% | 10% | 5% | 6% |
| | | | | | | | | |
| Ethnicity | White | 5978 | 79% | 78% | 80% | 80% | 82% | 81% |
| | Non-white | 654 | 9% | 12% | 8% | 6% | 9% | 9% |
| | Refused | 900 | 12% | 10% | 11% | 14% | 9% | 10% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|--------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| HH Income | <\$50K | 1869 | 25% | 25% | 18% | 30% | 34% | 19% |
| | \$50K+ | 4318 | 57% | 60% | 62% | 51% | 51% | 64% |
| | Ref inc | 1406 | 19% | 15% | 20% | 20% | 15% | 17% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 66% | 54% | 52% | 57% | 58% |
| | 10K+ miles | 3236 | 41% | 31% | 45% | 45% | 42% | 41% |
| | Not sure | 174 | 2% | 3% | 2% | 2% | 2% | 2% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 100% | 0% | 0% | 25% | 34% |
| | Suburban | 2456 | 31% | 0% | 100% | 0% | 30% | 32% |
| | Rural | 3094 | 39% | 0% | 0% | 100% | 46% | 33% |
| Education | Did not graduate college | 3030 | 42% | 34% | 40% | 50% | 100% | 0% |
| | Graduated college' | 4182 | 58% | 66% | 60% | 50% | 0% | 100% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|--------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 1% | 0% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 1% | 0% | 0% |
| | Benton | 223 | 3% | 3% | 4% | 2% | 4% | 2% |
| | Chelan | 94 | 1% | 1% | 0% | 2% | 2% | 1% |
| | Clallam | 44 | 1% | 0% | 0% | 1% | 1% | 0% |
| | Clark | 495 | 6% | 5% | 8% | 5% | 8% | 5% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 0% | 1% | 3% | 2% | 1% |
| | Douglas | 52 | 1% | 0% | 1% | 1% | 1% | 0% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 1% | 1% | 1% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 0% | 0% | 3% | 2% | 0% |
| | Grays Harbor | 69 | 1% | 0% | 0% | 2% | 1% | 1% |
| | Island | 126 | 2% | 0% | 0% | 4% | 1% | 2% |
| | Jefferson | 47 | 1% | 0% | 0% | 1% | 0% | 1% |
| | King | 2702 | 35% | 58% | 40% | 13% | 25% | 42% |
| | Kitsap | 356 | 5% | 1% | 4% | 8% | 4% | 5% |
| | Kittitas | 67 | 1% | 0% | 0% | 2% | 1% | 1% |
| | Klickitat | 22 | 0% | 0% | 0% | 1% | 0% | 0% |
| | Lewis | 82 | 1% | 0% | 0% | 3% | 2% | 1% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mason | 30 | 0% | 0% | 0% | 1% | 1% | 0% |
| | Okanogan | 36 | 0% | 0% | 0% | 1% | 0% | 0% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 8% | 10% | 7% | 10% | 7% |
| | San Juan | 91 | 1% | 0% | 0% | 3% | 1% | 1% |
| | Skagit | 22 | 0% | 0% | 0% | 1% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 4% | 15% | 7% | 9% | 8% |
| | Spokane | 541 | 7% | 9% | 9% | 4% | 8% | 6% |
| | Stevens | 53 | 1% | 0% | 0% | 2% | 1% | 0% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|------|----------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| RTPO | Thurston | 295 | 4% | 3% | 4% | 4% | 5% | 3% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 0% | 0% | 2% | 1% | 1% |
| | Whatcom | 233 | 3% | 4% | 1% | 4% | 3% | 3% |
| | Whitman | 62 | 1% | 0% | 0% | 2% | 1% | 1% |
| | Yakima | 277 | 4% | 2% | 2% | 6% | 4% | 3% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | |
| | BFWW | 364 | 5% | 3% | 4% | 6% | 6% | 4% |
| | NE WA | 68 | 1% | 0% | 0% | 2% | 1% | 1% |
| | N. Central | 183 | 2% | 1% | 1% | 4% | 3% | 2% |
| | Palouse | 95 | 1% | 0% | 1% | 3% | 1% | 1% |
| | Peninsula | 477 | 6% | 1% | 4% | 12% | 5% | 7% |
| | PSRC | 4011 | 51% | 70% | 65% | 27% | 44% | 57% |
| | QuadCo | 183 | 2% | 0% | 0% | 6% | 3% | 2% |
| | Skagit/Isi | 239 | 3% | 0% | 0% | 7% | 2% | 4% |
| | Spokane | 541 | 7% | 9% | 9% | 4% | 8% | 6% |
| | SW RTC | 528 | 7% | 5% | 9% | 6% | 8% | 5% |
| | SW RTPO | 305 | 4% | 0% | 1% | 9% | 5% | 3% |
| | Thurston | 295 | 4% | 3% | 4% | 4% | 5% | 3% |
| | Whatcom | 233 | 3% | 4% | 1% | 4% | 3% | 3% |
| | Yakima | 277 | 4% | 2% | 2% | 6% | 4% | 3% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 2% | 2% | 3% | 2% | 2% |
| | B Above Average | 1875 | 24% | 24% | 23% | 24% | 24% | 25% |
| | C Average | 3566 | 45% | 44% | 44% | 47% | 44% | 46% |
| | D Below Average | 1637 | 21% | 21% | 22% | 19% | 22% | 19% |
| | F Failing | 538 | 7% | 7% | 8% | 6% | 7% | 6% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 1% | 1% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 26% | 25% | 27% | 26% | 28% |
| | C=Average | 3566 | 45% | 44% | 44% | 47% | 44% | 46% |
| | D/F=Below Average | 2175 | 28% | 29% | 30% | 25% | 29% | 26% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 1% | 1% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 3% | 3% | 3% | 3% | 2% |
| | B Above Average | 1560 | 20% | 22% | 19% | 19% | 20% | 20% |
| | C Average | 3298 | 42% | 38% | 44% | 43% | 40% | 43% |
| | D Below Average | 2058 | 26% | 27% | 25% | 26% | 26% | 26% |
| | F Failing | 733 | 9% | 10% | 8% | 9% | 10% | 8% |
| | Not sure | 39 | 0% | 0% | 1% | 0% | 0% | 0% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 25% | 22% | 21% | 23% | 23% |
| | C=Average | 3298 | 42% | 38% | 44% | 43% | 40% | 43% |
| | D/F=Below Average | 2791 | 35% | 37% | 33% | 36% | 36% | 34% |
| | Not sure | 39 | 0% | 0% | 1% | 0% | 0% | 0% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 3% | 3% | 2% | 2% | 3% |
| | B Above Average | 1105 | 14% | 18% | 15% | 10% | 11% | 17% |
| | C Average | 2878 | 36% | 36% | 40% | 33% | 37% | 37% |
| | D Below Average | 1874 | 24% | 21% | 20% | 28% | 27% | 21% |
| | F Failing | 888 | 11% | 9% | 9% | 15% | 13% | 9% |
| | Not sure | 940 | 12% | 13% | 13% | 10% | 10% | 13% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 21% | 17% | 13% | 14% | 20% |
| | C=Average | 2878 | 36% | 36% | 40% | 33% | 37% | 37% |
| | D/F=Below Average | 2761 | 35% | 30% | 29% | 43% | 40% | 30% |
| | Not sure | 940 | 12% | 13% | 13% | 10% | 10% | 13% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|-------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 37% | 27% | 25% | 23% | 36% |
| | Somewhat Agree | 2581 | 33% | 31% | 35% | 32% | 33% | 34% |
| | Somewhat Disagree | 1360 | 17% | 15% | 17% | 19% | 20% | 15% |
| | Strongly Disagree | 1284 | 16% | 13% | 16% | 19% | 19% | 11% |
| | Not sure | 370 | 5% | 4% | 5% | 5% | 5% | 4% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 68% | 62% | 57% | 55% | 70% |
| | Disagree | 2644 | 33% | 28% | 33% | 38% | 40% | 26% |
| | Not sure | 370 | 5% | 4% | 5% | 5% | 5% | 4% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 26% | 17% | 14% | 12% | 25% |
| | Somewhat Support | 2526 | 32% | 33% | 33% | 30% | 28% | 37% |
| | Somewhat Oppose | 1331 | 17% | 13% | 19% | 18% | 20% | 14% |
| | Strongly Oppose | 2293 | 29% | 23% | 28% | 34% | 36% | 20% |
| | Not sure | 271 | 3% | 4% | 3% | 3% | 4% | 3% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 60% | 50% | 44% | 40% | 63% |
| | Oppose | 3624 | 46% | 36% | 47% | 53% | 56% | 34% |
| | Not sure | 271 | 3% | 4% | 3% | 3% | 4% | 3% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 16% | 10% | 9% | 7% | 15% |
| | Somewhat Support | 1651 | 21% | 25% | 21% | 18% | 17% | 25% |
| | Somewhat Oppose | 1514 | 19% | 18% | 20% | 19% | 19% | 20% |
| | Strongly Oppose | 3585 | 45% | 37% | 46% | 51% | 54% | 35% |
| | Not sure | 280 | 4% | 5% | 3% | 3% | 3% | 4% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours | Support | 2519 | 32% | 40% | 31% | 26% | 24% | 41% |
| | Oppose | 5098 | 65% | 55% | 66% | 71% | 73% | 55% |
| | Not sure | 280 | 4% | 5% | 3% | 3% | 3% | 4% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 2% | 2% | 2% | 2% | 3% |
| | Somewhat Support | 1173 | 22% | 25% | 21% | 20% | 19% | 26% |
| | Somewhat Oppose | 1329 | 25% | 26% | 26% | 23% | 25% | 26% |
| | Strongly Oppose | 2561 | 48% | 42% | 46% | 52% | 51% | 40% |
| | Not sure | 200 | 4% | 4% | 4% | 3% | 3% | 5% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Support | 1290 | 24% | 27% | 23% | 23% | 21% | 29% |
| | Oppose | 3889 | 72% | 68% | 73% | 75% | 76% | 66% |
| | Not sure | 200 | 4% | 4% | 4% | 3% | 3% | 5% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Strongly Support | 66 | 2% | 2% | 1% | 2% | 2% | 2% |
| | Somewhat Support | 854 | 21% | 21% | 24% | 18% | 18% | 26% |
| | Somewhat Oppose | 927 | 23% | 22% | 23% | 23% | 23% | 24% |
| | Strongly Oppose | 2046 | 50% | 47% | 48% | 53% | 52% | 43% |
| | Not sure | 196 | 5% | 8% | 4% | 4% | 5% | 5% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|----------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Support | 920 | 22% | 23% | 25% | 20% | 20% | 27% |
| | Oppose | 2973 | 73% | 69% | 71% | 76% | 75% | 68% |
| | Not sure | 196 | 5% | 8% | 4% | 4% | 5% | 5% |
| 9. Final: % of need funded: Preservation/maintenance of existing transporation system | 0-9 | 1758 | 22% | 18% | 22% | 26% | 28% | 15% |
| | 10-19 | 564 | 7% | 5% | 8% | 8% | 9% | 6% |
| | 20-29 | 830 | 11% | 10% | 10% | 11% | 11% | 10% |
| | 30-39 | 529 | 7% | 7% | 6% | 7% | 6% | 7% |
| | 40-49 | 494 | 6% | 6% | 6% | 6% | 6% | 7% |
| | 50-59 | 1055 | 13% | 15% | 13% | 13% | 13% | 15% |
| | 60-69 | 332 | 4% | 4% | 4% | 4% | 4% | 4% |
| | 70-79 | 467 | 6% | 6% | 6% | 6% | 5% | 7% |
| | 80-89 | 232 | 3% | 4% | 3% | 2% | 2% | 4% |
| | 90-100 | 1636 | 21% | 24% | 22% | 17% | 17% | 25% |
| 10. Fnal: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 46% | 38% | 49% | 45% | 42% |
| | 10-19 | 909 | 12% | 11% | 11% | 13% | 11% | 12% |
| | 20-29 | 947 | 12% | 12% | 11% | 12% | 12% | 12% |
| | 30-39 | 503 | 6% | 6% | 7% | 6% | 7% | 6% |
| | 40-49 | 318 | 4% | 4% | 5% | 3% | 5% | 4% |
| | 50-59 | 672 | 9% | 9% | 9% | 8% | 9% | 9% |
| | 60-69 | 170 | 2% | 2% | 3% | 1% | 2% | 3% |
| | 70-79 | 208 | 3% | 3% | 3% | 2% | 2% | 3% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 7% | 10% | 5% | 7% | 8% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|--------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 30% | 41% | 46% | 46% | 30% |
| | 10-19 | 589 | 7% | 6% | 7% | 9% | 8% | 7% |
| | 20-29 | 592 | 7% | 6% | 9% | 8% | 9% | 7% |
| | 30-39 | 359 | 5% | 4% | 4% | 5% | 5% | 5% |
| | 40-49 | 299 | 4% | 4% | 4% | 4% | 4% | 4% |
| | 50-59 | 624 | 8% | 9% | 9% | 7% | 6% | 10% |
| | 60-69 | 180 | 2% | 2% | 3% | 2% | 2% | 3% |
| | 70-79 | 300 | 4% | 4% | 4% | 3% | 3% | 5% |
| | 80-89 | 177 | 2% | 3% | 2% | 2% | 2% | 3% |
| | 90-100 | 1676 | 21% | 32% | 18% | 15% | 15% | 28% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 41% | 55% | 59% | 59% | 45% |
| | 10-19 | 636 | 8% | 8% | 8% | 8% | 9% | 8% |
| | 20-29 | 486 | 6% | 6% | 7% | 6% | 6% | 6% |
| | 30-39 | 210 | 3% | 3% | 2% | 3% | 2% | 3% |
| | 40-49 | 151 | 2% | 2% | 2% | 2% | 2% | 2% |
| | 50-59 | 369 | 5% | 6% | 4% | 4% | 4% | 5% |
| | 60-69 | 93 | 1% | 1% | 1% | 1% | 1% | 1% |
| | 70-79 | 126 | 2% | 2% | 2% | 1% | 1% | 2% |
| | 80-89 | 85 | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 1602 | 20% | 30% | 18% | 15% | 14% | 26% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|--|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 40% | 47% | 48% | 51% | 38% |
| | 10-19 | 838 | 11% | 10% | 13% | 9% | 11% | 11% |
| | 20-29 | 702 | 9% | 10% | 9% | 9% | 9% | 10% |
| | 30-39 | 375 | 5% | 4% | 4% | 5% | 5% | 4% |
| | 40-49 | 243 | 3% | 4% | 3% | 2% | 3% | 3% |
| | 50-59 | 633 | 8% | 11% | 7% | 6% | 6% | 10% |
| | 60-69 | 141 | 2% | 2% | 2% | 2% | 2% | 2% |
| | 70-79 | 224 | 3% | 3% | 3% | 2% | 2% | 3% |
| | 80-89 | 93 | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 1080 | 14% | 15% | 10% | 15% | 9% | 18% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 22% | 26% | 24% | 24% | 25% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 17% | 13% | 12% | 10% | 17% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 24% | 13% | 10% | 8% | 22% |
| | No Gas Tax increase | 3725 | 47% | 38% | 47% | 54% | 58% | 36% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 62% | 53% | 46% | 42% | 64% |
| | No Increase | 3725 | 47% | 38% | 47% | 54% | 58% | 36% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|--|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 24% | 27% | 25% | 27% | 26% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 16% | 14% | 12% | 11% | 18% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 20% | 9% | 9% | 8% | 17% |
| | No State MVET | 3816 | 48% | 39% | 50% | 54% | 55% | 40% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 61% | 50% | 46% | 45% | 60% |
| | No Increase | 3816 | 48% | 39% | 50% | 54% | 55% | 40% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 33% | 34% | 32% | 32% | 35% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 17% | 15% | 13% | 11% | 19% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 10% | 6% | 5% | 4% | 10% |
| | No VLF increase | 3576 | 45% | 39% | 45% | 50% | 52% | 37% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: | Increase | 4321 | 55% | 61% | 55% | 50% | 48% | 63% |
| Vehicle License Fee - currently \$30 per year | No Increase | 3576 | 45% | 39% | 45% | 50% | 52% | 37% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 33% | 23% | 20% | 17% | 34% |
| | Somewhat Agree | 3163 | 40% | 39% | 40% | 40% | 42% | 40% |
| | Somewhat Disagree | 1069 | 14% | 10% | 15% | 15% | 16% | 12% |
| | Strongly Disagree | 1457 | 18% | 14% | 18% | 22% | 22% | 12% |
| | Not Sure | 223 | 3% | 3% | 3% | 2% | 3% | 2% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 73% | 64% | 60% | 59% | 74% |
| | Disagree | 2526 | 32% | 24% | 33% | 37% | 38% | 24% |
| | Not sure | 223 | 3% | 3% | 3% | 2% | 3% | 2% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|--|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 52% | 49% | 51% | 44% | 58% |
| | No not aware of funding shortfall | 2251 | 29% | 31% | 30% | 25% | 30% | 29% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 17% | 20% | 24% | 27% | 13% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 8% | 4% | 3% | 4% | 6% |
| | Probably | 1548 | 20% | 23% | 18% | 18% | 17% | 22% |
| | Probably Not | 1694 | 21% | 23% | 22% | 20% | 19% | 24% |
| | Definitely Not | 3937 | 50% | 41% | 52% | 56% | 55% | 44% |
| | Not Sure | 343 | 4% | 6% | 4% | 4% | 5% | 4% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation | Definitely/Probably | 1924 | 24% | 31% | 23% | 21% | 21% | 28% |
| | Definitely/Probably NOT | 5630 | 71% | 63% | 73% | 76% | 74% | 68% |
| | Not sure | 343 | 4% | 6% | 4% | 4% | 5% | 4% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 39% | 30% | 23% | 22% | 38% |
| | Probably | 2615 | 33% | 32% | 37% | 31% | 34% | 34% |
| | Probably Not | 1051 | 13% | 10% | 13% | 16% | 15% | 12% |
| | Definitely Not | 1685 | 21% | 15% | 19% | 27% | 26% | 15% |
| | Not Sure | 187 | 2% | 3% | 2% | 2% | 3% | 2% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 71% | 66% | 54% | 56% | 71% |
| | Definitely/Probably NOT | 2736 | 35% | 26% | 32% | 43% | 41% | 27% |
| | Not sure | 187 | 2% | 3% | 2% | 2% | 3% | 2% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 22% | 14% | 12% | 12% | 20% |
| | Probably | 1877 | 24% | 27% | 24% | 21% | 21% | 27% |
| | Probably Not | 1478 | 19% | 17% | 21% | 18% | 19% | 19% |
| | Definitely Not | 2942 | 37% | 28% | 36% | 45% | 43% | 30% |
| | Not Sure | 379 | 5% | 5% | 4% | 5% | 5% | 4% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 49% | 38% | 32% | 32% | 47% |
| | Definitely/Probably NOT | 4420 | 56% | 45% | 57% | 63% | 62% | 49% |
| | Not sure | 379 | 5% | 5% | 4% | 5% | 5% | 4% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 17% | 8% | 7% | 6% | 14% |
| | Probably | 1662 | 21% | 24% | 21% | 19% | 17% | 26% |
| | Probably Not | 1423 | 18% | 18% | 20% | 17% | 17% | 20% |
| | Definitely Not | 3745 | 47% | 37% | 48% | 54% | 57% | 37% |
| | Not Sure | 242 | 3% | 4% | 2% | 3% | 3% | 3% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 41% | 30% | 26% | 23% | 40% |
| | Definitely/Probably NOT | 5168 | 65% | 55% | 68% | 71% | 74% | 57% |
| | Not sure | 242 | 3% | 4% | 2% | 3% | 3% | 3% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 22% | 16% | 19% | 17% | 22% |
| | Probably | 2781 | 35% | 36% | 35% | 35% | 35% | 37% |
| | Probably Not | 1117 | 14% | 14% | 15% | 13% | 13% | 16% |
| | Definitely Not | 2185 | 28% | 24% | 31% | 28% | 32% | 22% |
| | Not Sure | 309 | 4% | 4% | 3% | 4% | 4% | 4% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 57% | 51% | 54% | 51% | 59% |
| | Definitely/Probably NOT | 3302 | 42% | 38% | 46% | 41% | 44% | 38% |
| | Not sure | 309 | 4% | 4% | 3% | 4% | 4% | 4% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 15% | 19% | 18% | 20% | 16% |
| | Probably | 1667 | 21% | 18% | 23% | 22% | 23% | 21% |
| | Probably Not | 1478 | 19% | 22% | 17% | 18% | 17% | 21% |
| | Definitely Not | 3012 | 38% | 39% | 38% | 37% | 35% | 39% |
| | Not Sure | 361 | 5% | 6% | 4% | 4% | 5% | 4% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 33% | 41% | 41% | 42% | 37% |
| | Definitely/Probably NOT | 4489 | 57% | 61% | 55% | 55% | 52% | 59% |
| | Not sure | 361 | 5% | 6% | 4% | 4% | 5% | 4% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 25% | 18% | 21% | 18% | 25% |
| | Somewhat Support | 3129 | 40% | 39% | 39% | 41% | 39% | 41% |
| | Somewhat Oppose | 1152 | 15% | 14% | 17% | 13% | 15% | 14% |
| | Strongly Oppose | 1803 | 23% | 21% | 25% | 23% | 26% | 18% |
| | Not sure | 153 | 2% | 2% | 1% | 2% | 3% | 2% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 26. | Support | 4789 | 61% | 64% | 57% | 61% | 57% | 66% |
| Support/Oppose: tolling as a way to help pay for new state transportation projects? | Oppose | 2955 | 37% | 35% | 42% | 36% | 41% | 32% |
| | Not sure | 153 | 2% | 2% | 1% | 2% | 3% | 2% |
| 27. | Strongly Support | 1426 | 18% | 23% | 15% | 17% | 15% | 21% |
| Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Somewhat Support | 3157 | 40% | 39% | 40% | 41% | 40% | 41% |
| | Somewhat Oppose | 1356 | 17% | 16% | 19% | 17% | 17% | 17% |
| | Strongly Oppose | 1828 | 23% | 21% | 24% | 24% | 25% | 19% |
| | Not sure | 130 | 2% | 2% | 1% | 2% | 2% | 1% |
| 27. | Support | 4583 | 58% | 61% | 55% | 57% | 56% | 63% |
| Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Oppose | 3183 | 40% | 37% | 43% | 41% | 42% | 36% |
| | Not sure | 130 | 2% | 2% | 1% | 2% | 2% | 1% |
| 28. | Strongly Support | 1136 | 14% | 18% | 13% | 13% | 11% | 17% |
| Support/Oppose: using tolls as a way to help manage traffic congestion? | Somewhat Support | 2466 | 31% | 30% | 30% | 33% | 31% | 33% |
| | Somewhat Oppose | 1501 | 19% | 20% | 20% | 18% | 19% | 19% |
| | Strongly Oppose | 2401 | 30% | 27% | 33% | 31% | 32% | 26% |
| | Not sure | 392 | 5% | 5% | 4% | 5% | 7% | 4% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|---|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 48% | 43% | 46% | 42% | 50% |
| | Oppose | 3902 | 49% | 47% | 53% | 49% | 51% | 46% |
| | Not sure | 392 | 5% | 5% | 4% | 5% | 7% | 4% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 31% | 38% | 38% | 39% | 33% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 42% | 39% | 35% | 32% | 45% |
| | Benefits all projects statewide | 1413 | 18% | 19% | 16% | 19% | 20% | 17% |
| | Not Sure | 637 | 8% | 9% | 7% | 8% | 9% | 6% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 51% | 37% | 36% | 32% | 49% |
| | No Toll money should not be available for transit | 3832 | 49% | 38% | 53% | 53% | 55% | 42% |
| | Not Sure | 859 | 11% | 11% | 10% | 12% | 12% | 10% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 13% | 16% | 15% | 16% | 14% |
| | Somewhat Support | 1710 | 22% | 18% | 23% | 23% | 25% | 20% |
| | Somewhat Oppose | 1388 | 18% | 20% | 17% | 16% | 16% | 19% |
| | Strongly Oppose | 3230 | 41% | 43% | 39% | 41% | 37% | 42% |
| | Not sure | 392 | 5% | 6% | 4% | 5% | 5% | 4% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 31% | 40% | 38% | 41% | 34% |
| | Oppose | 4618 | 58% | 63% | 56% | 57% | 54% | 61% |
| | Not sure | 392 | 5% | 6% | 4% | 5% | 5% | 4% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 1% | 1% | 1% | 1% |
| | Somewhat Support | 515 | 10% | 11% | 11% | 10% | 12% | 10% |
| | Somewhat Oppose | 1259 | 25% | 27% | 25% | 24% | 25% | 27% |
| | Strongly Oppose | 2909 | 58% | 55% | 58% | 60% | 56% | 58% |
| | Not sure | 288 | 6% | 6% | 5% | 6% | 6% | 5% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 11% | 12% | 10% | 13% | 11% |
| | Oppose | 4169 | 83% | 82% | 83% | 84% | 82% | 84% |
| | Not sure | 288 | 6% | 6% | 5% | 6% | 6% | 5% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|-------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 2% | 2% | 3% | 2% | 2% |
| | Somewhat Support | 936 | 21% | 23% | 20% | 20% | 23% | 22% |
| | Somewhat Oppose | 860 | 19% | 21% | 20% | 18% | 20% | 20% |
| | Strongly Oppose | 2360 | 53% | 50% | 55% | 54% | 51% | 52% |
| | Not sure | 209 | 5% | 5% | 4% | 5% | 5% | 4% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 25% | 22% | 23% | 25% | 24% |
| | Oppose | 3220 | 72% | 70% | 75% | 72% | 70% | 72% |
| | Not sure | 209 | 5% | 5% | 4% | 5% | 5% | 4% |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 12% | 11% | 16% | 15% | 11% |
| | Large majority (75-99%) | 2485 | 31% | 25% | 36% | 33% | 33% | 31% |
| | Mostly (50-74%) | 1566 | 20% | 18% | 20% | 21% | 18% | 21% |
| | Some (25-49%) | 806 | 10% | 10% | 12% | 9% | 10% | 11% |
| | Very little (1-24%) | 1404 | 18% | 22% | 17% | 15% | 16% | 20% |
| | None (0%) | 607 | 8% | 13% | 5% | 6% | 9% | 6% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 36% | 47% | 49% | 48% | 42% |
| | Med. Drive alone | 2372 | 30% | 28% | 32% | 30% | 27% | 31% |
| | Low Drive alone | 2011 | 25% | 36% | 22% | 21% | 25% | 26% |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 1% | 1% | 3% | 2% | 1% |
| | Large majority (75-99%) | 732 | 9% | 6% | 10% | 11% | 11% | 8% |
| | Mostly (50-74%) | 954 | 12% | 8% | 14% | 13% | 13% | 11% |
| | Some (25-49%) | 1189 | 15% | 15% | 14% | 16% | 14% | 16% |
| | Very little (1-24%) | 2726 | 35% | 38% | 37% | 29% | 32% | 37% |
| | None (0%) | 2158 | 27% | 31% | 23% | 27% | 28% | 27% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 15% | 25% | 28% | 26% | 20% |
| | Low Carpool | 3915 | 50% | 54% | 51% | 45% | 46% | 53% |
| | No Carpool | 2158 | 27% | 31% | 23% | 27% | 28% | 27% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|---|-------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 1% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 11% | 6% | 2% | 6% | 7% |
| | Mostly (50-74%) | 360 | 5% | 7% | 5% | 2% | 3% | 6% |
| | Some (25-49%) | 297 | 4% | 7% | 2% | 3% | 2% | 5% |
| | Very little (1-24%) | 956 | 12% | 19% | 10% | 8% | 9% | 15% |
| | None (0%) | 5792 | 73% | 55% | 76% | 85% | 80% | 67% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 19% | 11% | 4% | 9% | 13% |
| | Low Transit | 1253 | 16% | 26% | 13% | 10% | 11% | 20% |
| | No Transit | 5792 | 73% | 55% | 76% | 85% | 80% | 67% |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 0% | 0% | 1% | 1% | 0% |
| | Some (25-49%) | 84 | 1% | 1% | 1% | 1% | 2% | 1% |
| | Very little (1-24%) | 344 | 4% | 3% | 4% | 5% | 5% | 4% |
| | None (0%) | 7417 | 94% | 95% | 95% | 92% | 92% | 95% |
| Ride a Motorcycle % | Ride a Motorcycle 1%+ | 480 | 6% | 5% | 5% | 8% | 8% | 5% |
| | No Riding a Motorcycle | 7417 | 94% | 95% | 95% | 92% | 92% | 95% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|--------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 5% | 1% | 1% | 1% | 3% |
| | Mostly (50-74%) | 156 | 2% | 4% | 1% | 1% | 1% | 3% |
| | Some (25-49%) | 272 | 3% | 6% | 3% | 2% | 3% | 4% |
| | Very little (1-24%) | 1688 | 21% | 31% | 19% | 16% | 19% | 24% |
| | None (0%) | 5628 | 71% | 55% | 76% | 80% | 76% | 67% |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 45% | 24% | 20% | 24% | 33% |
| | No Riding a Bike/Walking | 5628 | 71% | 55% | 76% | 80% | 76% | 67% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 1% | 1% | 1% | 1% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 1% | 1% | 1% |
| | Very little (1-24%) | 708 | 9% | 9% | 9% | 9% | 9% | 8% |
| | None (0%) | 6996 | 89% | 88% | 89% | 89% | 88% | 90% |
| Traveling some other way % | Other Travel 1%+ | 901 | 11% | 12% | 11% | 11% | 12% | 10% |
| | No Other Travel | 6996 | 89% | 88% | 89% | 89% | 88% | 90% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|----------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 32% | 19% | 19% | 25% | 22% |
| | 5000 to 9999 miles | 2667 | 34% | 34% | 35% | 33% | 31% | 36% |
| | 10000 to 14999 miles | 2038 | 26% | 23% | 29% | 25% | 25% | 26% |
| | 15000 to 19999 miles | 669 | 8% | 5% | 10% | 10% | 9% | 9% |
| | 20000 or more miles | 529 | 7% | 3% | 6% | 10% | 8% | 6% |
| | Not sure | 174 | 2% | 3% | 2% | 2% | 2% | 2% |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 100% | 0% | 0% | 25% | 34% |
| | Suburban | 2456 | 31% | 0% | 100% | 0% | 30% | 32% |
| | Small town | 1360 | 17% | 0% | 0% | 44% | 19% | 16% |
| | Rural | 1675 | 21% | 0% | 0% | 54% | 26% | 17% |
| | Not sure | 60 | 1% | 0% | 0% | 2% | 1% | 1% |
| How many people live in your household including you? | 1 | 1143 | 15% | 21% | 12% | 13% | 14% | 16% |
| | 2 | 3516 | 46% | 44% | 44% | 49% | 45% | 48% |
| | 3 | 1200 | 16% | 15% | 17% | 15% | 16% | 15% |
| | 4 | 942 | 12% | 11% | 16% | 11% | 12% | 13% |
| | 5+ | 783 | 10% | 9% | 10% | 11% | 12% | 7% |
| | Prefer not to answer | 29 | 0% | 0% | 0% | 1% | 1% | 0% |
| How many children under 18 year of age live in your household | 0 | 5254 | 69% | 76% | 66% | 66% | 72% | 68% |
| | 1 | 874 | 12% | 10% | 13% | 11% | 11% | 12% |
| | 2 | 621 | 8% | 7% | 10% | 8% | 7% | 9% |
| | 3+ | 738 | 10% | 6% | 9% | 13% | 9% | 11% |
| | Prefer not to answer | 110 | 1% | 1% | 2% | 2% | 0% | 1% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|---------------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 3% | 1% | 5% | 5% | 2% |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 3% | 6% | 7% | 3% |
| | \$25,000 to \$34,999 | 487 | 6% | 7% | 4% | 7% | 10% | 4% |
| | \$35,000 to \$49,999 | 790 | 10% | 10% | 9% | 11% | 13% | 9% |
| | \$50,000 to \$74,999 | 1457 | 19% | 21% | 18% | 19% | 23% | 18% |
| | \$75,000 to \$99,999 | 1127 | 15% | 15% | 17% | 13% | 15% | 16% |
| | \$100,000 to \$149,999 | 1143 | 15% | 17% | 17% | 12% | 10% | 19% |
| | \$150,000 or more | 591 | 8% | 8% | 10% | 6% | 4% | 11% |
| | Prefer not to answer | 1406 | 19% | 15% | 20% | 20% | 15% | 17% |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 78% | 80% | 80% | 82% | 81% |
| | Hispanic | 116 | 2% | 2% | 1% | 1% | 2% | 2% |
| | African/American | 94 | 1% | 2% | 1% | 1% | 1% | 1% |
| | Asian/Pacific Islander | 164 | 2% | 3% | 3% | 1% | 2% | 2% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 1% | 2% | 2% | 1% |
| | Other | 193 | 3% | 4% | 2% | 2% | 2% | 3% |
| | Prefer not to answer | 900 | 12% | 10% | 11% | 14% | 9% | 10% |

| | | N | % | 37. Would you describe the area ... | | | Education | |
|--|------------------------|------|-----|-------------------------------------|----------|-------|--------------------------|--------------------|
| | | | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | | | | % | % | % | % | % |
| What is your current employment status | Employed Full-time | 4001 | 53% | 61% | 55% | 46% | 49% | 58% |
| | Employed Part-time | 750 | 10% | 10% | 9% | 10% | 11% | 10% |
| | Student and Employed | 108 | 1% | 1% | 2% | 1% | 2% | 1% |
| | Student / Not Employed | 130 | 2% | 2% | 3% | 1% | 3% | 1% |
| | Homemaker | 254 | 3% | 2% | 5% | 3% | 4% | 3% |
| | Military Personnel | 23 | 0% | 0% | 1% | 0% | 1% | 0% |
| | Retired | 1536 | 20% | 16% | 17% | 27% | 21% | 20% |
| | Not Currently Employed | 300 | 4% | 4% | 3% | 4% | 5% | 3% |
| | Prefer not to answer | 429 | 6% | 4% | 6% | 7% | 3% | 3% |

Means

| | | 37. Would you describe the area ... | | | Education | |
|---|--------|-------------------------------------|----------|--------|--------------------------|--------------------|
| | | Urban | Suburban | Rural | Did not graduate college | Graduated college' |
| | All | | | | | |
| Number of cases | 7897 | 2346 | 2456 | 3094 | 3030 | 4182 |
| Row percent | 100.0% | 29.7% | 31.1% | 39.2% | 42.0% | 58.0% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.08 | 2.05 | 2.11 | 2.07 | 2.12 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.01 | 1.99 | 1.98 | 2.00 | 1.99 |
| 3. Rating: State giving your area it | 1.94 | 2.03 | 2.00 | 1.83 | 1.86 | 2.02 |
| 9. Preservation - Avg % | 45.40 | 50.18 | 46.14 | 41.17 | 40.05 | 52.35 |
| 10. New lanes- Avg % | 24.14 | 23.74 | 29.22 | 20.40 | 23.63 | 25.46 |
| 11. Transit/rail - Avg % | 37.48 | 48.93 | 35.39 | 30.46 | 29.76 | 45.73 |
| 12. Bike/sidewalk - Avg % | 29.99 | 40.42 | 27.46 | 24.08 | 23.23 | 37.14 |
| 13. Ferries - Avg % | 28.66 | 32.61 | 24.96 | 28.59 | 23.46 | 34.56 |
| 9. Preservation Funding | 453.95 | 501.83 | 461.40 | 411.73 | 400.45 | 523.55 |
| 10. New lanes Funding | 159.30 | 156.70 | 192.82 | 134.66 | 155.93 | 168.04 |
| 11. Transit/rail Funding | 98.95 | 129.19 | 93.43 | 80.41 | 78.56 | 120.72 |
| 12. Bike/sidewalk Funding | 9.90 | 13.34 | 9.06 | 7.95 | 7.67 | 12.26 |
| 13. Ferries Funding | 40.98 | 46.64 | 35.69 | 40.89 | 33.55 | 49.42 |
| Q9-13. Total Funded | 763.08 | 847.70 | 792.40 | 675.65 | 676.16 | 873.98 |
| Q9-13. Total Cost | 25.18 | 27.97 | 26.15 | 22.30 | 22.31 | 28.84 |
| Q9-13. Percent Funded | .36 | .40 | .38 | .32 | .32 | .42 |
| 14. Gas Tax - Raised | 150.29 | 196.69 | 143.42 | 120.56 | 106.73 | 194.75 |
| 14. Gas Tax - Cost | 5.05 | 6.61 | 4.82 | 4.05 | 3.59 | 6.55 |
| 15. MVET - Raised | 244.61 | 322.24 | 219.67 | 205.54 | 190.76 | 305.24 |
| 15. MVET - Cost | 8.85 | 11.66 | 7.95 | 7.43 | 6.90 | 11.04 |
| 16. VLF - Raised | 158.83 | 193.14 | 151.27 | 138.82 | 122.59 | 197.32 |
| 16. VLF - Cost | 4.19 | 5.10 | 4.00 | 3.67 | 3.24 | 5.21 |
| Q14-16. Total Raised | 553.72 | 712.08 | 514.37 | 464.92 | 420.09 | 697.31 |
| Q14-16. Total Cost | 18.09 | 23.37 | 16.76 | 15.15 | 13.72 | 22.80 |
| Shortfall | 209.35 | 135.62 | 278.04 | 210.73 | 256.06 | 176.67 |
| % of Funding Raised | .87 | 1.14 | .78 | .74 | .73 | .91 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 48.46 | 58.30 | 60.63 | 57.89 | 55.28 |
| 34b. % of weekly trips: Carpooling | 24.85 | 19.29 | 25.94 | 28.19 | 26.32 | 22.96 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 17.94 | 9.75 | 4.41 | 8.07 | 12.25 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.01 | .84 | 1.50 | 1.55 | .86 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 11.00 | 3.49 | 3.29 | 3.86 | 7.16 |

Means

| | | 37. Would you describe the area ... | | | Education | |
|--|--|-------------------------------------|-------|----------|-----------|---|
| | | All | Urban | Suburban | Rural | Did not graduate college' Graduated college' |
| 34f. % of weekly trips: Traveling some other ... | | 1.98 | 2.30 | 1.68 | 1.98 | 2.31 1.49 |

| | | N | % | RTPO | | | | | | | | | | | | | |
|-----------------|--------|------|------|-------|-------|------------|---------|-----------|-------|---------|------------|---------|--------|----------|----------|---------|--------|
| | | | | BFW W | NE WA | N. Central | Palouse | Peninsula | PSR C | Quad Co | Skagit/Isi | Spokane | SW RTC | SW RTP O | Thurston | Whatcom | Yakima |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 364 | 68 | 183 | 95 | 477 | 4011 | 183 | 239 | 541 | 528 | 305 | 295 | 233 | 277 |
| Row percent | | | 100% | 5% | 1% | 2% | 1% | 6% | 51% | 2% | 3% | 7% | 7% | 4% | 4% | 3% | 4% |
| Gender | Male | 3668 | 46% | 51% | 65% | 45% | 45% | 48% | 46% | 44% | 44% | 48% | 46% | 48% | 49% | 43% | 53% |
| | Female | 3985 | 50% | 47% | 33% | 51% | 54% | 51% | 52% | 56% | 55% | 48% | 51% | 49% | 50% | 55% | 47% |
| | NA | 244 | 3% | 2% | 3% | 5% | 1% | 1% | 2% | 0% | 2% | 4% | 3% | 3% | 1% | 2% | 0% |
| Age range | 18-34 | 1543 | 20% | 23% | 19% | 20% | 31% | 11% | 22% | 4% | 5% | 23% | 21% | 11% | 26% | 20% | 11% |
| | 35-54 | 2415 | 31% | 25% | 18% | 22% | 25% | 26% | 34% | 37% | 18% | 28% | 29% | 32% | 28% | 27% | 29% |
| | 55+ | 3390 | 43% | 48% | 63% | 50% | 42% | 48% | 38% | 57% | 61% | 43% | 45% | 54% | 44% | 49% | 58% |
| | NA | 549 | 7% | 3% | 0% | 8% | 2% | 16% | 6% | 2% | 16% | 6% | 5% | 3% | 2% | 3% | 2% |
| Gender by Age | M <35 | 596 | 8% | 8% | 3% | 4% | 10% | 5% | 10% | 1% | 2% | 8% | 6% | 4% | 7% | 6% | 3% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|--|--------------------------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| Ethnicity | F <35 | 910 | 12% | 14% | 16% | 16% | 21% | 6% | 12% | 2% | 3% | 14% | 14% | 7% | 19% | 14% | 8% |
| | M 35-54 | 1069 | 14% | 11% | 12% | 10% | 11% | 11% | 15% | 14% | 8% | 13% | 12% | 14% | 17% | 12% | 14% |
| | F 35-54 | 1312 | 17% | 14% | 4% | 12% | 13% | 14% | 19% | 23% | 10% | 15% | 16% | 16% | 11% | 15% | 15% |
| | M 55+ | 1821 | 23% | 30% | 49% | 30% | 24% | 25% | 19% | 28% | 29% | 26% | 25% | 29% | 24% | 25% | 36% |
| | F 55+ | 1541 | 20% | 18% | 13% | 21% | 18% | 23% | 18% | 29% | 32% | 16% | 20% | 25% | 20% | 24% | 22% |
| | NA | 647 | 8% | 5% | 3% | 9% | 3% | 16% | 7% | 2% | 16% | 8% | 6% | 5% | 2% | 4% | 2% |
| | White | 5978 | 79% | 80% | 80% | 89% | 79% | 78% | 78% | 90% | 83% | 80% | 77% | 85% | 87% | 73% | 81% |
| | Non-white | 654 | 9% | 5% | 8% | 6% | 15% | 7% | 10% | 4% | 4% | 8% | 5% | 7% | 8% | 13% | 8% |
| | Refused | 900 | 12% | 15% | 12% | 5% | 6% | 14% | 12% | 6% | 12% | 12% | 17% | 8% | 5% | 15% | 11% |
| HH Income | <\$50K | 1869 | 25% | 27% | 44% | 27% | 35% | 21% | 21% | 33% | 24% | 29% | 26% | 36% | 27% | 30% | 37% |
| | \$50K+ | 4318 | 57% | 57% | 36% | 59% | 43% | 59% | 59% | 59% | 52% | 53% | 55% | 49% | 61% | 54% | 50% |
| | Ref inc | 1406 | 19% | 16% | 19% | 14% | 22% | 20% | 20% | 8% | 25% | 18% | 19% | 15% | 12% | 16% | 12% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 55% | 52% | 62% | 60% | 61% | 60% | 40% | 62% | 45% | 51% | 53% | 55% | 50% | 55% |
| | 10K+ miles | 3236 | 41% | 42% | 41% | 36% | 39% | 38% | 38% | 58% | 36% | 52% | 46% | 46% | 43% | 47% | 45% |
| | Not sure | 174 | 2% | 2% | 7% | 2% | 1% | 1% | 2% | 3% | 2% | 3% | 3% | 1% | 1% | 2% | 1% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 21% | 1% | 17% | 3% | 6% | 41% | 5% | 3% | 39% | 24% | 2% | 24% | 35% | 16% |
| | Suburban | 2456 | 31% | 29% | 3% | 9% | 13% | 21% | 39% | 1% | 4% | 38% | 39% | 8% | 34% | 10% | 14% |
| | Rural | 3094 | 39% | 49% | 96% | 74% | 84% | 74% | 20% | 94% | 92% | 23% | 37% | 90% | 42% | 55% | 69% |
| Education | Did not graduate college | 3030 | 42% | 55% | 65% | 58% | 45% | 36% | 36% | 55% | 33% | 48% | 52% | 59% | 49% | 43% | 51% |
| | Graduated college' | 4182 | 58% | 45% | 35% | 42% | 55% | 64% | 64% | 45% | 67% | 52% | 48% | 41% | 51% | 57% | 49% |
| What county in | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

| | | | RTPO | | | | | | | | | | | | | |
|--------------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|---------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Is | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| | N | % | | | | | | | | | | | | | | |
| Asotin | 25 | 0% | 0% | 0% | 0% | 27% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Benton | 223 | 3% | 61% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Chelan | 94 | 1% | 0% | 0% | 51% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Clallam | 44 | 1% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Clark | 495 | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 94% | 0% | 0% | 0% | 0% |
| Columbia | 7 | 0% | 0% | 0% | 0% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Cowlitz | 124 | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 41% | 0% | 0% | 0% |
| Douglas | 52 | 1% | 0% | 0% | 29% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Ferry | 4 | 0% | 0% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Franklin | 65 | 1% | 18% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Garfield | 1 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Grant | 81 | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 44% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Grays Harbor | 69 | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 23% | 0% | 0% | 0% |
| Island | 126 | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 53% | 0% | 0% | 0% | 0% | 0% | 0% |
| Jefferson | 47 | 1% | 0% | 0% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| King | 2702 | 35% | 0% | 0% | 0% | 0% | 0% | 67% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Kitsap | 356 | 5% | 0% | 0% | 0% | 0% | 75% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Kittitas | 67 | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 37% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% |
| Lewis | 82 | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% | 0% | 0% | 0% |
| Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Mason | 30 | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Okanogan | 36 | 0% | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 6% | 0% | 0% | 0% |
| Pend Oreille | 11 | 0% | 0% | 16% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pierce | 647 | 8% | 0% | 0% | 0% | 0% | 0% | 16% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| San Juan | 91 | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% | 0% | 0% | 0% | 0% | 0% | 0% |
| Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 9% | 0% | 0% | 0% | 0% | 0% | 0% |
| Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% |
| Snohomish | 662 | 8% | 0% | 0% | 0% | 0% | 0% | 17% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Spokane | 541 | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |
| Stevens | 53 | 1% | 0% | 78% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| RTPO | Thurston | 295 | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 21% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Whatcom | 233 | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% |
| | Whitman | 62 | 1% | 0% | 0% | 0% | 65% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Yakima | 277 | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | | | | | | |
| | BFWW | 364 | 5% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | NE WA | 68 | 1% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | N. Central | 183 | 2% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Palouse | 95 | 1% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Peninsula | 477 | 6% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | PSRC | 4011 | 51% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | QuadCo | 183 | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skagit/Isi | 239 | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Spokane | 541 | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |
| | SW RTC | 528 | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| | SW RTPO | 305 | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% |
| | Thurston | 295 | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 0% |
| | Whatcom | 233 | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% |
| | Yakima | 277 | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| 1. To start, | A Excellent | 179 | 2% | 3% | 2% | 2% | 1% | 2% | 2% | 3% | 2% | 4% | 6% | 3% | 4% | 2% | 2% |

| | | N | % | RTPO | | | | | | | | | | | | | |
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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | B Above Average | 1875 | 24% | 43% | 16% | 30% | 33% | 28% | 19% | 21% | 30% | 26% | 29% | 23% | 26% | 30% | 27% |
| | C Average | 3566 | 45% | 45% | 51% | 54% | 51% | 44% | 43% | 57% | 43% | 45% | 53% | 47% | 44% | 46% | 50% |
| | D Below Average | 1637 | 21% | 6% | 12% | 9% | 12% | 19% | 26% | 15% | 19% | 18% | 9% | 19% | 20% | 12% | 17% |
| | F Failing | 538 | 7% | 1% | 12% | 2% | 2% | 6% | 9% | 3% | 5% | 6% | 1% | 6% | 5% | 8% | 2% |
| | Not sure | 102 | 1% | 2% | 7% | 2% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 3% | 1% |
| | A/B=Above Average | 2054 | 26% | 46% | 18% | 32% | 33% | 30% | 21% | 24% | 32% | 30% | 34% | 27% | 30% | 31% | 29% |
| | C=Average | 3566 | 45% | 45% | 51% | 54% | 51% | 44% | 43% | 57% | 43% | 45% | 53% | 47% | 44% | 46% | 50% |
| | D/F=Below Average | 2175 | 28% | 7% | 23% | 11% | 15% | 25% | 35% | 18% | 24% | 25% | 11% | 25% | 25% | 20% | 19% |
| | Not sure | 102 | 1% | 2% | 7% | 2% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 3% | 1% |
| | | | | | | | | | | | | | | | | | |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 6% | 3% | 1% | 3% | 3% | 2% | 4% | 5% | 3% | 3% | 2% | 2% | 5% | 2% |
| | B Above Average | 1560 | 20% | 30% | 10% | 37% | 29% | 21% | 17% | 14% | 32% | 10% | 26% | 12% | 33% | 34% | 12% |
| | C Average | 3298 | 42% | 44% | 46% | 39% | 49% | 40% | 42% | 49% | 36% | 37% | 43% | 46% | 40% | 37% | 44% |
| | D Below Average | 2058 | 26% | 14% | 31% | 16% | 12% | 28% | 28% | 28% | 20% | 35% | 24% | 29% | 19% | 15% | 31% |
| | F Failing | 733 | 9% | 5% | 9% | 7% | 7% | 8% | 11% | 5% | 5% | 14% | 4% | 11% | 5% | 9% | 9% |
| | Not sure | 39 | 0% | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 2% |
| 2. How would | A/B=Above | 1768 | 22% | 36% | 14% | 38% | 32% | 24% | 19% | 18% | 38% | 13% | 29% | 14% | 35% | 39% | 14% |

| | | N | % | RTPO | | | | | | | | | | | | | |
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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | C=Average | 3298 | 42% | 44% | 46% | 39% | 49% | 40% | 42% | 49% | 36% | 37% | 43% | 46% | 40% | 37% | 44% |
| | D/F=Below Average | 2791 | 35% | 20% | 40% | 23% | 19% | 36% | 38% | 33% | 25% | 49% | 28% | 40% | 24% | 24% | 40% |
| | Not sure | 39 | 0% | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 2% |
| | A Excellent | 210 | 3% | 2% | 1% | 1% | 0% | 3% | 3% | 1% | 2% | 0% | 6% | 2% | 3% | 5% | 2% |
| | B Above Average | 1105 | 14% | 15% | 5% | 17% | 8% | 12% | 17% | 16% | 11% | 5% | 11% | 7% | 20% | 11% | 7% |
| | C Average | 2878 | 36% | 41% | 20% | 42% | 23% | 36% | 38% | 32% | 32% | 25% | 41% | 33% | 49% | 38% | 29% |
| | D Below Average | 1874 | 24% | 26% | 27% | 26% | 25% | 25% | 20% | 26% | 30% | 37% | 25% | 29% | 16% | 17% | 47% |
| | F Failing | 888 | 11% | 10% | 26% | 12% | 17% | 12% | 9% | 18% | 12% | 26% | 5% | 19% | 4% | 10% | 11% |
| | Not sure | 940 | 12% | 7% | 20% | 2% | 27% | 12% | 14% | 6% | 13% | 6% | 12% | 9% | 10% | 20% | 5% |
| | | | | | | | | | | | | | | | | | |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 17% | 7% | 18% | 8% | 15% | 20% | 17% | 14% | 5% | 17% | 9% | 22% | 16% | 8% |
| | C=Average | 2878 | 36% | 41% | 20% | 42% | 23% | 36% | 38% | 32% | 32% | 25% | 41% | 33% | 49% | 38% | 29% |
| | D/F=Below Average | 2761 | 35% | 36% | 53% | 38% | 42% | 37% | 29% | 44% | 42% | 64% | 30% | 48% | 19% | 26% | 58% |
| | Not sure | 940 | 12% | 7% | 20% | 2% | 27% | 12% | 14% | 6% | 13% | 6% | 12% | 9% | 10% | 20% | 5% |
| 4 | Summink | 3217 | 36% | 47% | 42% | 47% | 36% | 36% | 36% | 36% | 36% | 36% | 42% | 36% | 36% | 36% | 36% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Somewhat Agree | 2581 | 33% | 39% | 34% | 33% | 36% | 32% | 32% | 30% | 36% | 29% | 33% | 36% | 29% | 29% | 38% |
| | Somewhat Disagree | 1360 | 17% | 22% | 12% | 30% | 21% | 16% | 15% | 22% | 15% | 20% | 22% | 18% | 21% | 17% | 20% |
| | Strongly Disagree | 1284 | 16% | 19% | 30% | 18% | 11% | 11% | 14% | 18% | 11% | 22% | 27% | 22% | 12% | 22% | 13% |
| | Not sure | 370 | 5% | 3% | 11% | 2% | 3% | 5% | 4% | 4% | 5% | 5% | 5% | 4% | 10% | 7% | 6% |
| | Agree | 4882 | 62% | 57% | 47% | 50% | 65% | 69% | 67% | 56% | 69% | 54% | 46% | 56% | 56% | 54% | 61% |
| | Disagree | 2644 | 33% | 41% | 42% | 48% | 33% | 27% | 29% | 40% | 26% | 42% | 48% | 40% | 34% | 39% | 33% |
| | Not sure | 370 | 5% | 3% | 11% | 2% | 3% | 5% | 4% | 4% | 5% | 5% | 5% | 4% | 10% | 7% | 6% |
| | Strongly Support | 1476 | 19% | 9% | 3% | 13% | 18% | 23% | 23% | 14% | 20% | 15% | 9% | 10% | 14% | 17% | 16% |
| | Somewhat Support | 2526 | 32% | 32% | 29% | 27% | 25% | 35% | 33% | 27% | 39% | 30% | 27% | 31% | 37% | 35% | 30% |
| | Somewhat Oppose | 1331 | 17% | 22% | 23% | 18% | 28% | 17% | 16% | 23% | 15% | 18% | 16% | 17% | 14% | 13% | 22% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Oppose | 2293 | 29% | 36% | 42% | 40% | 24% | 21% | 25% | 33% | 21% | 35% | 45% | 40% | 30% | 34% | 26% |
| | Not sure | 271 | 3% | 2% | 3% | 3% | 5% | 4% | 3% | 4% | 5% | 3% | 2% | 3% | 5% | 2% | 7% |
| | Support | 4002 | 51% | 41% | 32% | 40% | 43% | 58% | 56% | 41% | 60% | 44% | 36% | 41% | 51% | 52% | 46% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 6. Support/Oppos e: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Oppose | 3624 | 46% | 57% | 65% | 58% | 52% | 38% | 41% | 55% | 36% | 53% | 61% | 56% | 44% | 46% | 48% |
| | Not sure | 271 | 3% | 2% | 3% | 3% | 5% | 4% | 3% | 4% | 5% | 3% | 2% | 3% | 5% | 2% | 7% |
| | Strongly Support | 868 | 11% | 8% | 1% | 5% | 12% | 16% | 13% | 8% | 12% | 7% | 6% | 7% | 11% | 11% | 9% |
| | Somewhat Support | 1651 | 21% | 19% | 11% | 20% | 15% | 24% | 23% | 22% | 23% | 18% | 10% | 16% | 23% | 23% | 15% |
| | Somewhat Oppose | 1514 | 19% | 14% | 15% | 20% | 17% | 21% | 20% | 19% | 20% | 20% | 21% | 16% | 17% | 15% | 24% |
| | Strongly Oppose | 3585 | 45% | 57% | 73% | 52% | 53% | 37% | 40% | 49% | 40% | 53% | 60% | 59% | 47% | 47% | 49% |
| 6. Support/Oppos e: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional | Not sure | 280 | 4% | 1% | 0% | 4% | 2% | 3% | 4% | 2% | 5% | 2% | 3% | 1% | 3% | 4% | 3% |
| | Support | 2519 | 32% | 27% | 13% | 24% | 27% | 39% | 37% | 30% | 35% | 25% | 16% | 23% | 34% | 34% | 24% |
| | Oppose | 5098 | 65% | 72% | 87% | 72% | 70% | 57% | 59% | 69% | 60% | 73% | 81% | 76% | 64% | 62% | 72% |
| | Not sure | 280 | 4% | 1% | 0% | 4% | 2% | 3% | 4% | 2% | 5% | 2% | 3% | 1% | 3% | 4% | 3% |
| | | | | | | | | | | | | | | | | | |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 7. | Strongly Support | 117 | 2% | 1% | 0% | 3% | 4% | 2% | 2% | 2% | 4% | 1% | 1% | 1% | 10% | 1% | 1% |
| | Somewhat Support | 1173 | 22% | 19% | 11% | 18% | 16% | 23% | 23% | 15% | 27% | 24% | 20% | 16% | 21% | 19% | 30% |
| | Somewhat Oppose | 1329 | 25% | 24% | 23% | 32% | 39% | 28% | 26% | 23% | 25% | 19% | 20% | 27% | 19% | 22% | 26% |
| | Strongly Oppose | 2561 | 48% | 56% | 65% | 44% | 40% | 43% | 44% | 58% | 39% | 55% | 56% | 56% | 44% | 56% | 40% |
| | Not sure | 200 | 4% | 1% | 0% | 2% | 1% | 4% | 5% | 3% | 6% | 2% | 2% | 0% | 6% | 3% | 3% |
| 7. | Support | 1290 | 24% | 19% | 11% | 22% | 19% | 25% | 25% | 17% | 31% | 24% | 21% | 17% | 31% | 20% | 31% |
| | Oppose | 3889 | 72% | 79% | 89% | 76% | 79% | 71% | 70% | 81% | 63% | 74% | 76% | 83% | 63% | 77% | 66% |
| | Not sure | 200 | 4% | 1% | 0% | 2% | 1% | 4% | 5% | 3% | 6% | 2% | 2% | 0% | 6% | 3% | 3% |
| 8. | Strongly Support | 66 | 2% | 1% | 2% | 2% | 1% | 4% | 2% | 0% | 3% | 0% | 0% | 3% | 4% | 0% | 1% |
| | Somewhat Support | 854 | 21% | 22% | 9% | 20% | 14% | 23% | 22% | 12% | 25% | 22% | 19% | 20% | 18% | 15% | 24% |
| | Somewhat Oppose | 927 | 23% | 25% | 19% | 21% | 47% | 25% | 23% | 29% | 24% | 18% | 18% | 22% | 17% | 17% | 35% |
| | Strongly Oppose | 2046 | 50% | 51% | 66% | 35% | 37% | 44% | 47% | 53% | 42% | 56% | 61% | 54% | 54% | 65% | 39% |
| | Not sure | 196 | 5% | 1% | 4% | 22% | 0% | 3% | 6% | 6% | 6% | 4% | 3% | 1% | 7% | 4% | 2% |
| 8. | Support | 920 | 22% | 23% | 11% | 22% | 15% | 28% | 24% | 12% | 28% | 22% | 19% | 23% | 22% | 15% | 25% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|--|----------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| | Oppose | 2973 | 73% | 76% | 85% | 56% | 85% | 69% | 70% | 81% | 66% | 74% | 78% | 76% | 71% | 81% | 74% |
| | Not sure | 196 | 5% | 1% | 4% | 22% | 0% | 3% | 6% | 6% | 6% | 4% | 3% | 1% | 7% | 4% | 2% |
| 9. Final: % of need funded: Preservation/maintenance of existing transportation system | 0-9 | 1758 | 22% | 26% | 38% | 21% | 16% | 18% | 20% | 26% | 20% | 24% | 32% | 25% | 18% | 28% | 20% |
| | 10-19 | 564 | 7% | 8% | 13% | 10% | 4% | 7% | 7% | 6% | 7% | 8% | 11% | 8% | 6% | 4% | 5% |
| | 20-29 | 830 | 11% | 11% | 4% | 8% | 9% | 11% | 10% | 8% | 12% | 11% | 12% | 12% | 13% | 10% | 15% |
| | 30-39 | 529 | 7% | 5% | 9% | 3% | 6% | 7% | 7% | 4% | 9% | 5% | 6% | 7% | 10% | 3% | 5% |
| | 40-49 | 494 | 6% | 5% | 5% | 1% | 4% | 6% | 6% | 5% | 6% | 6% | 6% | 10% | 8% | 7% | 8% |
| | 50-59 | 1055 | 13% | 10% | 11% | 12% | 31% | 15% | 13% | 18% | 15% | 13% | 9% | 13% | 12% | 18% | 18% |
| | 60-69 | 332 | 4% | 10% | 0% | 10% | 1% | 4% | 4% | 8% | 3% | 4% | 3% | 2% | 4% | 4% | 5% |
| | 70-79 | 467 | 6% | 9% | 10% | 8% | 4% | 7% | 6% | 4% | 6% | 6% | 3% | 1% | 3% | 7% | 6% |
| | 80-89 | 232 | 3% | 3% | 1% | 3% | 3% | 3% | 3% | 2% | 3% | 4% | 2% | 5% | 5% | 2% | 1% |
| | 90-100 | 1636 | 21% | 13% | 9% | 24% | 21% | 23% | 23% | 19% | 20% | 19% | 17% | 16% | 22% | 19% | 15% |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 43% | 65% | 55% | 40% | 49% | 41% | 57% | 51% | 49% | 47% | 49% | 34% | 53% | 45% |
| | 10-19 | 909 | 12% | 12% | 10% | 13% | 14% | 12% | 11% | 11% | 12% | 12% | 12% | 11% | 17% | 11% | 11% |
| | 20-29 | 947 | 12% | 14% | 14% | 6% | 12% | 13% | 12% | 10% | 13% | 12% | 9% | 12% | 11% | 9% | 19% |
| | 30-39 | 503 | 6% | 9% | 1% | 7% | 4% | 6% | 7% | 6% | 4% | 6% | 6% | 5% | 7% | 7% | 5% |
| | 40-49 | 318 | 4% | 6% | 0% | 4% | 14% | 4% | 4% | 4% | 4% | 5% | 3% | 4% | 3% | 2% | 5% |
| | 50-59 | 672 | 9% | 7% | 7% | 8% | 10% | 7% | 9% | 6% | 9% | 6% | 10% | 9% | 10% | 6% | 9% |
| | 60-69 | 170 | 2% | 2% | 1% | 2% | 2% | 2% | 2% | 1% | 1% | 4% | 3% | 0% | 2% | 2% | 1% |
| | 70-79 | 208 | 3% | 2% | 1% | 1% | 1% | 2% | 3% | 1% | 1% | 1% | 2% | 3% | 3% | 6% | 1% |
| | 80-89 | 87 | 1% | 0% | 0% | 2% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 4% | 0% | 3% | 3% | 5% | 9% | 5% | 5% | 4% | 6% | 7% | 13% | 4% | 4% |
| 11. Final: % of | 0-9 | 3099 | 39% | 46% | 71% | 49% | 36% | 34% | 32% | 46% | 33% | 48% | 59% | 47% | 45% | 43% | 49% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|--|--------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| | 10-19 | 589 | 7% | 15% | 7% | 9% | 8% | 7% | 6% | 8% | 7% | 7% | 12% | 8% | 6% | 6% | 10% |
| | 20-29 | 592 | 7% | 12% | 5% | 9% | 14% | 9% | 7% | 8% | 10% | 6% | 8% | 9% | 5% | 4% | 4% |
| | 30-39 | 359 | 5% | 8% | 1% | 7% | 14% | 6% | 4% | 5% | 6% | 3% | 4% | 7% | 2% | 5% | 2% |
| | 40-49 | 299 | 4% | 2% | 1% | 3% | 5% | 4% | 4% | 5% | 4% | 3% | 1% | 4% | 3% | 2% | 4% |
| | 50-59 | 624 | 8% | 6% | 3% | 7% | 6% | 10% | 8% | 6% | 9% | 13% | 4% | 5% | 8% | 10% | 12% |
| | 60-69 | 180 | 2% | 2% | 0% | 1% | 3% | 3% | 3% | 1% | 2% | 2% | 1% | 1% | 2% | 2% | 2% |
| | 70-79 | 300 | 4% | 1% | 5% | 4% | 2% | 4% | 5% | 3% | 5% | 3% | 1% | 5% | 3% | 2% | 3% |
| | 80-89 | 177 | 2% | 0% | 1% | 1% | 2% | 2% | 3% | 1% | 3% | 2% | 1% | 1% | 0% | 4% | 3% |
| | 90-100 | 1676 | 21% | 7% | 5% | 10% | 9% | 22% | 27% | 18% | 23% | 14% | 10% | 13% | 25% | 23% | 11% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 58% | 75% | 51% | 49% | 48% | 49% | 65% | 49% | 50% | 67% | 58% | 57% | 48% | 55% |
| | 10-19 | 636 | 8% | 9% | 5% | 14% | 17% | 8% | 8% | 6% | 7% | 5% | 11% | 7% | 4% | 7% | 6% |
| | 20-29 | 486 | 6% | 8% | 3% | 7% | 4% | 7% | 6% | 11% | 7% | 8% | 3% | 6% | 7% | 4% | 5% |
| | 30-39 | 210 | 3% | 1% | 0% | 3% | 4% | 3% | 2% | 0% | 3% | 4% | 3% | 4% | 3% | 4% | 6% |
| | 40-49 | 151 | 2% | 4% | 0% | 2% | 4% | 2% | 2% | 1% | 3% | 2% | 1% | 3% | 0% | 1% | 2% |
| | 50-59 | 369 | 5% | 5% | 1% | 5% | 2% | 5% | 5% | 3% | 3% | 5% | 3% | 4% | 6% | 4% | 8% |
| | 60-69 | 93 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 0% | 2% | 2% | 1% | 2% |
| | 70-79 | 126 | 2% | 0% | 1% | 1% | 0% | 2% | 2% | 1% | 2% | 1% | 1% | 0% | 1% | 2% | 3% |
| | 80-89 | 85 | 1% | 0% | 0% | 3% | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 2% | 1% |
| | 90-100 | 1602 | 20% | 14% | 13% | 13% | 20% | 23% | 23% | 11% | 25% | 23% | 10% | 14% | 18% | 29% | 13% |
| 13. Final: % of | 0-9 | 3568 | 45% | 56% | 69% | 61% | 57% | 19% | 40% | 59% | 16% | 60% | 68% | 57% | 58% | 45% | 53% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| | 10-19 | 838 | 11% | 9% | 11% | 13% | 14% | 7% | 12% | 11% | 6% | 9% | 10% | 8% | 8% | 7% | 13% |
| | 20-29 | 702 | 9% | 14% | 11% | 9% | 12% | 10% | 9% | 6% | 9% | 7% | 6% | 11% | 9% | 10% | 8% |
| | 30-39 | 375 | 5% | 8% | 3% | 5% | 6% | 5% | 4% | 2% | 5% | 4% | 5% | 6% | 1% | 6% | 5% |
| | 40-49 | 243 | 3% | 3% | 1% | 3% | 3% | 4% | 3% | 3% | 4% | 2% | 3% | 3% | 2% | 3% | 3% |
| | 50-59 | 633 | 8% | 6% | 4% | 2% | 2% | 9% | 10% | 6% | 9% | 7% | 4% | 3% | 4% | 8% | 7% |
| | 60-69 | 141 | 2% | 1% | 1% | 2% | 1% | 3% | 2% | 1% | 4% | 0% | 0% | 1% | 1% | 2% | 1% |
| | 70-79 | 224 | 3% | 1% | 0% | 2% | 1% | 5% | 3% | 3% | 4% | 2% | 1% | 3% | 2% | 6% | 2% |
| | 80-89 | 93 | 1% | 1% | 0% | 0% | 0% | 3% | 1% | 0% | 5% | 0% | 1% | 1% | 1% | 2% | 2% |
| | 90-100 | 1080 | 14% | 3% | 0% | 4% | 5% | 35% | 15% | 10% | 39% | 8% | 2% | 6% | 14% | 11% | 7% |
| | | | | | | | | | | | | | | | | | |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 31% | 10% | 25% | 28% | 25% | 24% | 16% | 28% | 19% | 25% | 19% | 22% | 25% | 34% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42/mo.) | 1080 | 14% | 9% | 8% | 11% | 24% | 17% | 15% | 13% | 17% | 13% | 9% | 12% | 13% | 11% | 9% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63/mo.) | 1202 | 15% | 7% | 6% | 9% | 8% | 18% | 19% | 8% | 18% | 10% | 9% | 7% | 18% | 20% | 6% |
| | No Gas Tax increase | 3725 | 47% | 53% | 76% | 56% | 39% | 40% | 42% | 63% | 37% | 58% | 57% | 62% | 48% | 44% | 52% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 47% | 24% | 44% | 61% | 60% | 58% | 37% | 63% | 42% | 43% | 38% | 52% | 56% | 48% |
| | No Increase | 3725 | 47% | 53% | 76% | 56% | 39% | 40% | 42% | 63% | 37% | 58% | 57% | 62% | 48% | 44% | 52% |

| | | N | % | RTPO | | | | | | | | | | | | | |
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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 31% | 25% | 38% | 30% | 26% | 24% | 24% | 29% | 28% | 24% | 25% | 27% | 21% | 23% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 9% | 7% | 11% | 9% | 18% | 16% | 12% | 18% | 11% | 7% | 9% | 13% | 15% | 12% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 5% | 5% | 4% | 14% | 16% | 15% | 9% | 13% | 7% | 7% | 7% | 11% | 19% | 10% |
| | No State MVET | 3816 | 48% | 54% | 63% | 46% | 47% | 41% | 45% | 55% | 39% | 54% | 62% | 60% | 48% | 46% | 55% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 46% | 37% | 54% | 53% | 59% | 55% | 45% | 61% | 46% | 38% | 40% | 52% | 54% | 45% |
| | No Increase | 3816 | 48% | 54% | 63% | 46% | 47% | 41% | 45% | 55% | 39% | 54% | 62% | 60% | 48% | 46% | 55% |

| | | N | % | RTPO | | | | | | | | | | | | | |
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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17/mo.) | 2602 | 33% | 36% | 19% | 31% | 34% | 36% | 33% | 28% | 38% | 29% | 31% | 37% | 28% | 29% | 37% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38/mo.) | 1184 | 15% | 10% | 14% | 13% | 11% | 19% | 17% | 14% | 20% | 10% | 8% | 7% | 15% | 12% | 15% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87/mo.) | 535 | 7% | 3% | 0% | 1% | 5% | 11% | 9% | 8% | 9% | 4% | 3% | 3% | 5% | 7% | 4% |
| | No VLF increase | 3576 | 45% | 51% | 67% | 54% | 50% | 35% | 41% | 50% | 33% | 58% | 57% | 53% | 52% | 52% | 44% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 49% | 33% | 46% | 50% | 65% | 59% | 50% | 67% | 42% | 43% | 47% | 48% | 48% | 56% |
| | No Increase | 3576 | 45% | 51% | 67% | 54% | 50% | 35% | 41% | 50% | 33% | 58% | 57% | 53% | 52% | 52% | 44% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 14% | 7% | 20% | 28% | 33% | 29% | 21% | 31% | 21% | 13% | 11% | 27% | 24% | 23% |
| | Somewhat Agree | 3163 | 40% | 46% | 36% | 36% | 38% | 38% | 39% | 43% | 45% | 36% | 41% | 46% | 46% | 33% | 46% |
| | Somewhat Disagree | 1069 | 14% | 18% | 10% | 24% | 15% | 14% | 12% | 16% | 10% | 15% | 13% | 18% | 12% | 15% | 11% |
| | Strongly Disagree | 1457 | 18% | 21% | 37% | 17% | 19% | 12% | 16% | 18% | 12% | 25% | 32% | 23% | 13% | 27% | 15% |
| | Not Sure | 223 | 3% | 1% | 10% | 3% | 1% | 3% | 3% | 3% | 2% | 3% | 2% | 2% | 1% | 2% | 6% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Disagree | 2526 | 32% | 40% | 47% | 41% | 33% | 27% | 28% | 34% | 23% | 40% | 45% | 41% | 25% | 42% | 26% |
| | Not sure | 223 | 3% | 1% | 10% | 3% | 1% | 3% | 3% | 3% | 2% | 3% | 2% | 2% | 1% | 2% | 6% |
| | Yes aware of funding shortfall | 3997 | 51% | 41% | 40% | 53% | 56% | 59% | 52% | 48% | 61% | 42% | 39% | 46% | 70% | 42% | 56% |
| | No not aware of funding shortfall | 2251 | 29% | 35% | 28% | 19% | 27% | 27% | 30% | 28% | 26% | 29% | 28% | 25% | 16% | 28% | 27% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 24% | 32% | 27% | 16% | 14% | 18% | 25% | 14% | 29% | 32% | 28% | 14% | 30% | 17% |
| | | | | | | | | | | | | | | | | | |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 2% | 0% | 1% | 3% | 6% | 6% | 1% | 3% | 4% | 1% | 4% | 4% | 8% | 2% |
| | Probably | 1548 | 20% | 20% | 8% | 10% | 32% | 20% | 22% | 22% | 22% | 15% | 11% | 15% | 17% | 17% | 15% |
| | Probably Not | 1694 | 21% | 16% | 21% | 29% | 26% | 25% | 22% | 27% | 26% | 17% | 16% | 21% | 22% | 20% | 26% |
| | Definitely Not | 3937 | 50% | 60% | 64% | 57% | 38% | 45% | 44% | 50% | 44% | 61% | 68% | 57% | 48% | 53% | 55% |
| | Not Sure | 343 | 4% | 2% | 7% | 3% | 2% | 3% | 5% | 0% | 5% | 3% | 3% | 3% | 10% | 2% | 2% |
| 20. Good way | Definitely/Pro | 1994 | 24% | 22% | 8% | 11% | 35% | 26% | 29% | 23% | 25% | 19% | 12% | 19% | 26% | 25% | 16% |

| | | N | % | RTPO | | | | | | | | | | | | | |
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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably NOT | 5630 | 71% | 76% | 85% | 86% | 64% | 71% | 66% | 77% | 70% | 78% | 84% | 78% | 70% | 73% | 82% |
| | Not sure | 343 | 4% | 2% | 7% | 3% | 2% | 3% | 5% | 0% | 5% | 3% | 3% | 3% | 10% | 2% | 2% |
| | Definitely | 2359 | 30% | 15% | 15% | 21% | 23% | 33% | 35% | 20% | 35% | 29% | 23% | 18% | 21% | 33% | 18% |
| | Probably | 2615 | 33% | 30% | 34% | 19% | 41% | 29% | 35% | 34% | 33% | 32% | 34% | 30% | 34% | 21% | 35% |
| | Probably Not | 1051 | 13% | 18% | 13% | 26% | 11% | 15% | 11% | 20% | 13% | 10% | 12% | 14% | 23% | 13% | 23% |
| | Definitely Not | 1685 | 21% | 34% | 38% | 31% | 22% | 19% | 16% | 25% | 16% | 26% | 30% | 35% | 20% | 31% | 23% |
| | Not Sure | 187 | 2% | 2% | 0% | 3% | 3% | 4% | 2% | 1% | 3% | 2% | 2% | 4% | 2% | 2% | 1% |
| | Definitely/Probably | 4973 | 63% | 46% | 48% | 40% | 64% | 63% | 70% | 54% | 68% | 62% | 56% | 48% | 55% | 54% | 53% |
| | Definitely/Probably NOT | 2736 | 35% | 53% | 52% | 57% | 33% | 34% | 27% | 45% | 29% | 36% | 42% | 48% | 43% | 44% | 46% |
| | Not sure | 187 | 2% | 2% | 0% | 3% | 3% | 4% | 2% | 1% | 3% | 2% | 2% | 4% | 2% | 2% | 1% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|---|-------------------------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 10% | 8% | 13% | 6% | 16% | 17% | 11% | 17% | 11% | 13% | 10% | 15% | 24% | 17% |
| | Probably | 1877 | 24% | 22% | 13% | 23% | 20% | 25% | 26% | 17% | 28% | 22% | 20% | 23% | 22% | 24% | 20% |
| | Probably Not | 1478 | 19% | 15% | 17% | 15% | 30% | 20% | 18% | 20% | 21% | 21% | 15% | 17% | 30% | 14% | 20% |
| | Definitely Not | 2942 | 37% | 47% | 51% | 46% | 41% | 35% | 34% | 50% | 29% | 43% | 48% | 46% | 29% | 36% | 38% |
| | Not Sure | 379 | 5% | 6% | 11% | 3% | 3% | 5% | 5% | 3% | 6% | 2% | 4% | 4% | 3% | 2% | 5% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 32% | 21% | 35% | 26% | 41% | 43% | 27% | 44% | 34% | 32% | 33% | 37% | 48% | 37% |
| | Definitely/Probably NOT | 4420 | 56% | 62% | 68% | 62% | 71% | 55% | 52% | 70% | 50% | 64% | 63% | 63% | 59% | 50% | 58% |
| | Not sure | 379 | 5% | 6% | 11% | 3% | 3% | 5% | 5% | 3% | 6% | 2% | 4% | 4% | 3% | 2% | 5% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 5% | 4% | 7% | 11% | 12% | 13% | 8% | 13% | 7% | 6% | 1% | 11% | 14% | 5% |
| | Probably | 1662 | 21% | 18% | 9% | 20% | 16% | 26% | 23% | 15% | 26% | 13% | 19% | 17% | 18% | 25% | 25% |
| | Probably Not | 1423 | 18% | 17% | 16% | 18% | 30% | 22% | 17% | 22% | 21% | 19% | 11% | 21% | 21% | 15% | 20% |
| | Definitely Not | 3745 | 47% | 57% | 65% | 52% | 42% | 39% | 44% | 53% | 36% | 59% | 61% | 58% | 46% | 45% | 47% |
| | Not Sure | 242 | 3% | 3% | 6% | 2% | 1% | 2% | 3% | 3% | 4% | 2% | 3% | 3% | 4% | 1% | 3% |
| 23. Good way | Definitely/Pro | 2486 | 31% | 23% | 13% | 27% | 27% | 37% | 36% | 22% | 39% | 20% | 25% | 18% | 29% | 39% | 30% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably NOT | 5168 | 65% | 74% | 82% | 71% | 72% | 61% | 61% | 74% | 57% | 78% | 72% | 79% | 67% | 60% | 67% |
| | Not sure | 242 | 3% | 3% | 6% | 2% | 1% | 2% | 3% | 3% | 4% | 2% | 3% | 3% | 4% | 1% | 3% |
| | Definitely | 1505 | 19% | 18% | 9% | 18% | 24% | 23% | 18% | 19% | 22% | 20% | 13% | 21% | 24% | 24% | 23% |
| | Probably | 2781 | 35% | 41% | 52% | 40% | 33% | 40% | 36% | 45% | 35% | 35% | 19% | 25% | 39% | 31% | 43% |
| | Probably Not | 1117 | 14% | 12% | 11% | 14% | 26% | 12% | 15% | 14% | 15% | 10% | 18% | 14% | 11% | 11% | 14% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely Not | 2185 | 28% | 25% | 23% | 24% | 15% | 22% | 27% | 18% | 21% | 31% | 45% | 36% | 25% | 32% | 13% |
| | Not Sure | 309 | 4% | 4% | 5% | 3% | 3% | 4% | 4% | 3% | 8% | 4% | 4% | 4% | 2% | 2% | 6% |
| | Definitely/Probably | 4286 | 54% | 59% | 61% | 58% | 57% | 62% | 54% | 65% | 56% | 55% | 32% | 46% | 63% | 55% | 67% |
| | Definitely/Probably NOT | 3302 | 42% | 37% | 34% | 38% | 40% | 34% | 42% | 32% | 36% | 41% | 63% | 50% | 36% | 43% | 27% |
| | Not sure | 309 | 4% | 4% | 5% | 3% | 3% | 4% | 4% | 3% | 8% | 4% | 4% | 4% | 2% | 2% | 6% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 21% | 24% | 13% | 20% | 18% | 17% | 25% | 16% | 15% | 23% | 14% | 21% | 19% | 15% |
| | Probably | 1667 | 21% | 27% | 22% | 20% | 22% | 19% | 21% | 25% | 21% | 14% | 22% | 25% | 27% | 17% | 24% |
| | Probably Not | 1478 | 19% | 12% | 19% | 18% | 17% | 20% | 19% | 21% | 18% | 22% | 13% | 16% | 22% | 20% | 31% |
| | Definitely Not | 3012 | 38% | 38% | 30% | 38% | 40% | 39% | 39% | 24% | 43% | 43% | 38% | 38% | 26% | 42% | 27% |
| | Not Sure | 361 | 5% | 2% | 5% | 11% | 2% | 4% | 5% | 5% | 3% | 6% | 4% | 7% | 4% | 2% | 3% |
| 25. Good way | Definitely/Pro | 3047 | 39% | 48% | 46% | 33% | 41% | 37% | 37% | 50% | 36% | 30% | 45% | 39% | 49% | 36% | 38% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 26. Support/Oppos e: tolling as a way to help pay for new state transportation projects? | Definitely/Pro bably NOT | 4489 | 57% | 50% | 49% | 56% | 57% | 59% | 58% | 45% | 61% | 65% | 51% | 54% | 48% | 63% | 59% |
| | Not sure | 361 | 5% | 2% | 5% | 11% | 2% | 4% | 5% | 5% | 3% | 6% | 4% | 7% | 4% | 2% | 3% |
| | Strongly Support | 1660 | 21% | 19% | 18% | 15% | 29% | 25% | 21% | 22% | 24% | 22% | 11% | 22% | 28% | 23% | 29% |
| | Somewhat Support | 3129 | 40% | 47% | 51% | 49% | 37% | 44% | 39% | 47% | 43% | 41% | 29% | 34% | 40% | 38% | 43% |
| | Somewhat Oppose | 1152 | 15% | 11% | 18% | 16% | 19% | 11% | 16% | 12% | 14% | 15% | 13% | 13% | 9% | 13% | 15% |
| | Strongly Oppose | 1803 | 23% | 22% | 13% | 18% | 15% | 18% | 22% | 14% | 17% | 20% | 45% | 24% | 22% | 25% | 12% |
| | Not sure | 153 | 2% | 1% | 0% | 2% | 1% | 2% | 2% | 6% | 3% | 2% | 2% | 6% | 1% | 1% | 1% |
| 26. Support/Oppos e: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 65% | 69% | 64% | 66% | 69% | 60% | 69% | 67% | 62% | 40% | 56% | 69% | 61% | 72% |
| | Oppose | 2955 | 37% | 33% | 31% | 33% | 33% | 30% | 38% | 25% | 31% | 36% | 58% | 37% | 31% | 38% | 27% |
| | Not sure | 153 | 2% | 1% | 0% | 2% | 1% | 2% | 2% | 6% | 3% | 2% | 2% | 6% | 1% | 1% | 1% |
| 27 | Strongly | 1176 | 12% | 17% | 2% | 17% | 26% | 22% | 10% | 12% | 27% | 15% | 0% | 17% | 27% | 21% | 22% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Somewhat Support | 3157 | 40% | 46% | 55% | 53% | 44% | 44% | 39% | 45% | 43% | 44% | 26% | 38% | 41% | 38% | 46% |
| | Somewhat Oppose | 1356 | 17% | 17% | 28% | 13% | 9% | 15% | 18% | 17% | 16% | 17% | 17% | 19% | 12% | 13% | 18% |
| | Strongly Oppose | 1828 | 23% | 18% | 5% | 18% | 17% | 17% | 23% | 18% | 18% | 21% | 46% | 23% | 22% | 27% | 13% |
| | Not sure | 130 | 2% | 2% | 4% | 2% | 4% | 1% | 1% | 2% | 1% | 3% | 2% | 3% | 1% | 2% | 1% |
| | Support | 4583 | 58% | 63% | 63% | 67% | 70% | 67% | 57% | 64% | 65% | 59% | 35% | 55% | 64% | 58% | 68% |
| | Oppose | 3183 | 40% | 35% | 33% | 31% | 26% | 32% | 42% | 35% | 34% | 38% | 63% | 42% | 34% | 40% | 31% |
| | Not sure | 130 | 2% | 2% | 4% | 2% | 4% | 1% | 1% | 2% | 1% | 3% | 2% | 3% | 1% | 2% | 1% |
| | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 15% | 8% | 10% | 21% | 16% | 15% | 16% | 14% | 15% | 8% | 15% | 15% | 20% | 14% |
| | Somewhat Support | 2466 | 31% | 32% | 36% | 37% | 31% | 32% | 30% | 29% | 36% | 34% | 22% | 30% | 36% | 32% | 43% |
| | Somewhat Oppose | 1501 | 19% | 21% | 22% | 17% | 26% | 19% | 20% | 22% | 19% | 18% | 13% | 18% | 22% | 10% | 18% |
| | Strongly Oppose | 2401 | 30% | 24% | 19% | 26% | 15% | 26% | 32% | 20% | 24% | 26% | 53% | 30% | 23% | 32% | 19% |
| | Not sure | 392 | 5% | 8% | 15% | 11% | 7% | 6% | 3% | 12% | 7% | 7% | 4% | 7% | 3% | 6% | 5% |
| 28. | Support | 3603 | 46% | 47% | 44% | 47% | 52% | 49% | 45% | 46% | 51% | 49% | 30% | 45% | 51% | 52% | 57% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Oppose | 3902 | 49% | 45% | 41% | 42% | 41% | 45% | 52% | 42% | 43% | 44% | 67% | 48% | 45% | 42% | 38% |
| | Not sure | 392 | 5% | 8% | 15% | 11% | 7% | 6% | 3% | 12% | 7% | 7% | 4% | 7% | 3% | 6% | 5% |
| | Specific Projects within the Toll area only | 2841 | 36% | 36% | 34% | 39% | 35% | 35% | 35% | 33% | 33% | 36% | 50% | 39% | 31% | 33% | 29% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 34% | 33% | 41% | 42% | 40% | 41% | 41% | 37% | 33% | 25% | 31% | 39% | 42% | 39% |
| | Benefits all projects statewide | 1413 | 18% | 23% | 23% | 12% | 18% | 21% | 17% | 17% | 22% | 22% | 10% | 20% | 25% | 13% | 26% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Not Sure | 637 | 8% | 8% | 10% | 8% | 5% | 5% | 7% | 9% | 8% | 9% | 16% | 11% | 5% | 13% | 6% |
| | Yes Toll money should be available for transit | 3206 | 41% | 34% | 33% | 27% | 30% | 48% | 46% | 34% | 47% | 35% | 24% | 30% | 38% | 41% | 31% |
| | No Toll money should not be available for transit | 3832 | 49% | 53% | 53% | 55% | 50% | 42% | 45% | 53% | 43% | 55% | 64% | 60% | 51% | 46% | 49% |
| | Not Sure | 859 | 11% | 13% | 14% | 19% | 20% | 10% | 9% | 13% | 11% | 10% | 12% | 10% | 11% | 13% | 20% |
| | | | | | | | | | | | | | | | | | |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 31. Support/Oppos e: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 17% | 21% | 13% | 14% | 16% | 15% | 21% | 13% | 12% | 14% | 14% | 20% | 14% | 14% |
| | Somewhat Support | 1710 | 22% | 27% | 19% | 20% | 16% | 21% | 20% | 27% | 19% | 21% | 25% | 22% | 32% | 19% | 27% |
| | Somewhat Oppose | 1388 | 18% | 13% | 23% | 15% | 24% | 17% | 18% | 14% | 20% | 15% | 20% | 16% | 17% | 19% | 19% |
| | Strongly Oppose | 3230 | 41% | 38% | 35% | 40% | 43% | 42% | 42% | 31% | 44% | 47% | 37% | 43% | 27% | 42% | 34% |
| | Not sure | 392 | 5% | 6% | 2% | 12% | 3% | 3% | 5% | 7% | 4% | 4% | 4% | 6% | 5% | 6% | 6% |
| 31. Support/Oppos e: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 43% | 40% | 33% | 30% | 37% | 35% | 48% | 32% | 34% | 39% | 36% | 52% | 33% | 41% |
| | Oppose | 4618 | 58% | 51% | 58% | 55% | 67% | 60% | 60% | 45% | 65% | 62% | 57% | 58% | 44% | 61% | 53% |
| | Not sure | 392 | 5% | 6% | 2% | 12% | 3% | 3% | 5% | 7% | 4% | 4% | 4% | 6% | 5% | 6% | 6% |
| 32. Support/Oppos e: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 0% | 1% | 0% | 1% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 1% |
| | Somewhat Support | 515 | 10% | 7% | 9% | 14% | 24% | 9% | 11% | 6% | 13% | 5% | 11% | 8% | 12% | 15% | 8% |
| | Somewhat Oppose | 1259 | 25% | 21% | 25% | 31% | 22% | 24% | 25% | 27% | 24% | 25% | 25% | 25% | 33% | 21% | 29% |
| | Strongly Oppose | 2909 | 58% | 61% | 61% | 51% | 52% | 62% | 58% | 56% | 57% | 63% | 58% | 59% | 47% | 58% | 58% |
| | Not sure | 288 | 6% | 10% | 5% | 3% | 2% | 4% | 5% | 11% | 5% | 6% | 6% | 7% | 8% | 4% | 5% |
| 32. | Support | 553 | 11% | 8% | 9% | 15% | 24% | 10% | 12% | 6% | 13% | 6% | 11% | 8% | 12% | 17% | 9% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 33. Support/Oppos e: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Oppose | 4169 | 83% | 83% | 86% | 82% | 74% | 86% | 83% | 82% | 82% | 88% | 83% | 85% | 80% | 79% | 86% |
| | Not sure | 288 | 6% | 10% | 5% | 3% | 2% | 4% | 5% | 11% | 5% | 6% | 6% | 7% | 8% | 4% | 5% |
| | Strongly Support | 91 | 2% | 1% | 4% | 4% | 0% | 3% | 2% | 5% | 4% | 1% | 2% | 2% | 3% | 0% | 2% |
| | Somewhat Support | 936 | 21% | 22% | 16% | 40% | 16% | 18% | 21% | 26% | 20% | 21% | 16% | 18% | 26% | 23% | 15% |
| | Somewhat Oppose | 860 | 19% | 12% | 14% | 13% | 19% | 20% | 20% | 13% | 16% | 18% | 25% | 23% | 19% | 16% | 29% |
| | Strongly Oppose | 2360 | 53% | 58% | 63% | 39% | 63% | 55% | 53% | 46% | 56% | 54% | 51% | 51% | 44% | 57% | 51% |
| 33. Support/Oppos e: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Not sure | 209 | 5% | 6% | 3% | 4% | 2% | 4% | 4% | 10% | 4% | 6% | 7% | 6% | 7% | 4% | 3% |
| | Support | 1028 | 23% | 23% | 20% | 44% | 16% | 21% | 23% | 31% | 24% | 21% | 18% | 19% | 30% | 23% | 16% |
| | Oppose | 3220 | 72% | 71% | 77% | 52% | 82% | 75% | 73% | 59% | 72% | 72% | 75% | 74% | 63% | 73% | 81% |
| | Not sure | 209 | 5% | 6% | 3% | 4% | 2% | 4% | 4% | 10% | 4% | 6% | 7% | 6% | 7% | 4% | 3% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | Large majority (75-99%) | 2485 | 31% | 38% | 26% | 35% | 38% | 23% | 29% | 33% | 33% | 41% | 35% | 33% | 38% | 29% | 34% |
| | Mostly (50-74%) | 1566 | 20% | 18% | 19% | 20% | 20% | 21% | 18% | 19% | 20% | 22% | 23% | 27% | 19% | 23% | 19% |
| | Some (25-49%) | 806 | 10% | 11% | 19% | 5% | 13% | 13% | 10% | 12% | 11% | 9% | 12% | 7% | 9% | 7% | 7% |
| | Very little (1-24%) | 1404 | 18% | 10% | 11% | 13% | 12% | 26% | 22% | 14% | 15% | 9% | 13% | 12% | 10% | 10% | 11% |
| | None (0%) | 607 | 8% | 4% | 13% | 13% | 3% | 7% | 9% | 2% | 7% | 6% | 3% | 5% | 5% | 13% | 4% |
| | High Drive alone | 3514 | 44% | 57% | 39% | 48% | 51% | 33% | 40% | 53% | 47% | 54% | 50% | 48% | 58% | 46% | 60% |
| | Med. Drive alone | 2372 | 30% | 29% | 38% | 25% | 33% | 34% | 29% | 31% | 31% | 31% | 34% | 35% | 28% | 30% | 26% |
| | Low Drive alone | 2011 | 25% | 14% | 23% | 26% | 16% | 33% | 31% | 16% | 22% | 15% | 15% | 17% | 14% | 23% | 15% |
| | Exclusively (100%) | 138 | 2% | 2% | 11% | 3% | 3% | 2% | 1% | 1% | 2% | 1% | 1% | 3% | 1% | 4% | 3% |
| | Large majority (75-99%) | 732 | 9% | 11% | 17% | 12% | 10% | 12% | 9% | 14% | 10% | 8% | 10% | 12% | 6% | 6% | 10% |
| % of weekly trips: Carpooling or driving with someone else | Mostly (50-74%) | 954 | 12% | 12% | 26% | 13% | 19% | 13% | 11% | 8% | 11% | 14% | 15% | 21% | 11% | 15% | 10% |
| | Some (25-49%) | 1189 | 15% | 12% | 3% | 13% | 13% | 16% | 14% | 14% | 16% | 17% | 21% | 16% | 20% | 15% | 13% |
| | Very little (1-24%) | 2726 | 35% | 35% | 23% | 34% | 29% | 31% | 37% | 32% | 33% | 36% | 30% | 24% | 35% | 34% | 28% |
| | None (0%) | 2158 | 27% | 28% | 19% | 25% | 26% | 27% | 28% | 32% | 28% | 25% | 23% | 23% | 27% | 27% | 36% |
| Carpool % | High Carpool | 1823 | 23% | 25% | 55% | 27% | 32% | 26% | 20% | 22% | 23% | 22% | 26% | 36% | 18% | 24% | 23% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding public transit | Low Carpool | 3915 | 50% | 47% | 26% | 48% | 42% | 47% | 52% | 46% | 49% | 53% | 51% | 41% | 55% | 49% | 41% |
| | No Carpool | 2158 | 27% | 28% | 19% | 25% | 26% | 27% | 28% | 32% | 28% | 25% | 23% | 23% | 27% | 27% | 36% |
| | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 0% | 0% | 0% | 3% | 7% | 10% | 3% | 3% | 0% | 1% | 0% | 0% | 1% | 1% |
| | Mostly (50- 74%) | 360 | 5% | 0% | 0% | 1% | 0% | 6% | 7% | 2% | 2% | 2% | 1% | 1% | 3% | 0% | 0% |
| | Some (25- 49%) | 297 | 4% | 1% | 0% | 0% | 0% | 7% | 5% | 1% | 3% | 2% | 1% | 0% | 2% | 2% | 0% |
| | Very little (1- 24%) | 956 | 12% | 3% | 9% | 11% | 14% | 16% | 16% | 4% | 12% | 5% | 10% | 4% | 8% | 14% | 2% |
| | None (0%) | 5792 | 73% | 95% | 91% | 89% | 83% | 64% | 61% | 90% | 78% | 90% | 87% | 95% | 87% | 83% | 98% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 0% | 0% | 1% | 3% | 13% | 18% | 4% | 6% | 3% | 2% | 1% | 3% | 1% | 1% |
| | Low Transit | 1253 | 16% | 4% | 9% | 11% | 14% | 23% | 21% | 5% | 16% | 7% | 11% | 5% | 10% | 16% | 2% |
| | No Transit | 5792 | 73% | 95% | 91% | 89% | 83% | 64% | 61% | 90% | 78% | 90% | 87% | 95% | 87% | 83% | 98% |
| % of weekly | Exclusively | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

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| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| Ride a Motorcycle % | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 1% | 3% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Some (25-49%) | 84 | 1% | 1% | 0% | 3% | 0% | 1% | 1% | 1% | 1% | 2% | 1% | 0% | 1% | 2% | 1% |
| | Very little (1-24%) | 344 | 4% | 5% | 5% | 9% | 4% | 4% | 4% | 7% | 3% | 5% | 4% | 5% | 8% | 6% | 5% |
| | None (0%) | 7417 | 94% | 92% | 93% | 88% | 94% | 93% | 95% | 91% | 93% | 93% | 94% | 95% | 91% | 92% | 93% |
| | Ride a Motorcycle 1%+ | 480 | 6% | 8% | 7% | 12% | 6% | 7% | 5% | 9% | 7% | 7% | 6% | 5% | 9% | 8% | 7% |
| | No Riding a Motorcycle | 7417 | 94% | 92% | 93% | 88% | 94% | 93% | 95% | 91% | 93% | 93% | 94% | 95% | 91% | 92% | 93% |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 0% | 0% | 0% | 1% | 3% | 2% | 1% | 1% | 3% | 1% | 1% | 0% | 5% | 0% |
| | Mostly (50-74%) | 156 | 2% | 2% | 1% | 1% | 0% | 2% | 2% | 1% | 2% | 1% | 3% | 1% | 3% | 3% | 1% |
| | Some (25-49%) | 272 | 3% | 2% | 1% | 2% | 2% | 5% | 4% | 3% | 3% | 2% | 3% | 1% | 2% | 9% | 1% |
| | Very little (1-24%) | 1688 | 21% | 20% | 14% | 26% | 24% | 20% | 23% | 19% | 17% | 21% | 19% | 16% | 20% | 21% | 14% |
| | None (0%) | 5628 | 71% | 76% | 84% | 71% | 73% | 70% | 68% | 76% | 76% | 72% | 75% | 81% | 76% | 62% | 84% |
| Ride a | Ride a | 2269 | 29% | 24% | 16% | 29% | 27% | 30% | 32% | 24% | 24% | 28% | 25% | 19% | 24% | 38% | 16% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|---|--------------------------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Traveling some other way | No Riding a Bike/Walking | 5628 | 71% | 76% | 84% | 71% | 73% | 70% | 68% | 76% | 76% | 72% | 75% | 81% | 76% | 62% | 84% |
| | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 22 | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Mostly (50-74%) | 86 | 1% | 0% | 1% | 9% | 0% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% |
| | Some (25-49%) | 72 | 1% | 1% | 0% | 1% | 0% | 1% | 1% | 1% | 2% | 0% | 1% | 1% | 0% | 3% | 2% |
| | Very little (1-24%) | 708 | 9% | 10% | 3% | 7% | 7% | 11% | 8% | 4% | 11% | 13% | 11% | 10% | 12% | 10% | 8% |
| | None (0%) | 6996 | 89% | 88% | 96% | 82% | 93% | 86% | 90% | 93% | 86% | 85% | 88% | 88% | 87% | 86% | 88% |
| Traveling some other way % | Other Travel 1%+ | 901 | 11% | 12% | 4% | 18% | 7% | 14% | 10% | 7% | 14% | 15% | 12% | 12% | 13% | 14% | 12% |
| | No Other Travel | 6996 | 89% | 88% | 96% | 82% | 93% | 86% | 90% | 93% | 86% | 85% | 88% | 88% | 87% | 86% | 88% |
| 36. How many | Less than | 1820 | 23% | 22% | 24% | 25% | 19% | 24% | 26% | 16% | 21% | 18% | 17% | 20% | 16% | 23% | 20% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|---|----------------------|------|------|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| 37. Would you describe the area you live in as: | 5000 to 9999 miles | 2667 | 34% | 33% | 28% | 37% | 41% | 37% | 34% | 23% | 41% | 28% | 34% | 33% | 39% | 28% | 34% |
| | 10000 to 14999 miles | 2038 | 26% | 26% | 22% | 21% | 20% | 24% | 25% | 31% | 24% | 36% | 26% | 27% | 26% | 29% | 27% |
| | 15000 to 19999 miles | 669 | 8% | 7% | 9% | 10% | 11% | 9% | 8% | 10% | 6% | 8% | 12% | 10% | 9% | 9% | 10% |
| | 20000 or more miles | 529 | 7% | 9% | 11% | 5% | 8% | 5% | 5% | 17% | 6% | 8% | 9% | 9% | 8% | 10% | 8% |
| | Not sure | 174 | 2% | 2% | 7% | 2% | 1% | 1% | 2% | 3% | 2% | 3% | 3% | 1% | 1% | 2% | 1% |
| | UrbanCity | 2346 | 30% | 21% | 1% | 17% | 3% | 6% | 41% | 5% | 3% | 39% | 24% | 2% | 24% | 35% | 16% |
| | Suburban | 2456 | 31% | 29% | 3% | 9% | 13% | 21% | 39% | 1% | 4% | 38% | 39% | 8% | 34% | 10% | 14% |
| | Small town | 1360 | 17% | 35% | 24% | 43% | 58% | 38% | 8% | 43% | 25% | 5% | 9% | 51% | 10% | 28% | 32% |
| | Rural | 1675 | 21% | 15% | 72% | 31% | 26% | 35% | 11% | 50% | 67% | 17% | 28% | 39% | 31% | 26% | 36% |
| | Not sure | 60 | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 2% |
| | How many | 1 | 1143 | 15% | 12% | 12% | 17% | 14% | 13% | 16% | 17% | 14% | 9% | 11% | 14% | 16% | 21% |
| | | | | | | | | | | | | | | | | | |

| | | N | % | RTPO | | | | | | | | | | | | | |
|--|------------------------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| How many children under 18 year of age live in your household | 2 | 3516 | 46% | 40% | 42% | 53% | 52% | 52% | 45% | 49% | 62% | 49% | 40% | 45% | 45% | 51% | 49% |
| | 3 | 1200 | 16% | 14% | 11% | 6% | 20% | 15% | 17% | 11% | 10% | 16% | 16% | 19% | 21% | 12% | 13% |
| | 4 | 942 | 12% | 21% | 11% | 16% | 2% | 12% | 13% | 17% | 7% | 13% | 11% | 10% | 10% | 7% | 11% |
| | 5+ | 783 | 10% | 13% | 23% | 7% | 11% | 8% | 9% | 6% | 7% | 12% | 18% | 12% | 8% | 8% | 9% |
| | Prefer not to answer | 29 | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 0% |
| | 0 | 5254 | 69% | 64% | 76% | 83% | 81% | 55% | 70% | 70% | 56% | 72% | 66% | 68% | 70% | 78% | 81% |
| | 1 | 874 | 12% | 12% | 7% | 7% | 8% | 10% | 12% | 11% | 6% | 12% | 12% | 14% | 15% | 9% | 5% |
| | 2 | 621 | 8% | 11% | 3% | 8% | 1% | 6% | 8% | 10% | 4% | 9% | 10% | 10% | 10% | 7% | 9% |
| | 3+ | 738 | 10% | 11% | 14% | 1% | 8% | 28% | 8% | 8% | 33% | 5% | 10% | 6% | 5% | 4% | 4% |
| | Prefer not to answer | 110 | 1% | 2% | 0% | 1% | 2% | 1% | 1% | 1% | 1% | 2% | 3% | 2% | 0% | 2% | 1% |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 2% | 6% | 3% | 4% | 3% | 3% | 3% | 2% | 4% | 3% | 6% | 10% | 1% | 4% |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 9% | 5% | 5% | 5% | 3% | 3% | 4% | 8% | 8% | 9% | 2% | 5% | 8% |
| | \$25,000 to \$34,999 | 487 | 6% | 11% | 9% | 3% | 16% | 4% | 6% | 14% | 6% | 5% | 4% | 10% | 3% | 9% | 6% |
| | \$35,000 to \$49,999 | 790 | 10% | 10% | 20% | 16% | 9% | 8% | 9% | 13% | 11% | 12% | 11% | 10% | 13% | 15% | 19% |
| | \$50,000 to \$74,999 | 1457 | 19% | 24% | 28% | 36% | 20% | 16% | 17% | 24% | 16% | 18% | 22% | 22% | 18% | 26% | 25% |
| | \$75,000 to \$99,999 | 1127 | 15% | 14% | 4% | 12% | 13% | 16% | 14% | 21% | 17% | 19% | 14% | 12% | 24% | 13% | 11% |
| | \$100,000 to \$149,999 | 1143 | 15% | 16% | 5% | 8% | 8% | 17% | 17% | 10% | 11% | 11% | 15% | 10% | 15% | 12% | 12% |
| | \$150,000 or more | 591 | 8% | 3% | 0% | 4% | 2% | 11% | 10% | 5% | 8% | 4% | 4% | 5% | 4% | 3% | 3% |
| | Prefer not to answer | 1406 | 19% | 16% | 19% | 14% | 22% | 20% | 20% | 8% | 25% | 18% | 19% | 15% | 12% | 16% | 12% |
| | | | | | | | | | | | | | | | | | |
| Which of the | Caucasian | 5978 | 79% | 80% | 80% | 89% | 79% | 78% | 78% | 90% | 83% | 80% | 77% | 85% | 87% | 73% | 81% |

| | | N | % | RTPO | | | | | | | | | | | | | |
|--|---------------------------------|------|-----|----------|----------|-------------------|-------------|---------------|----------|------------|----------------|-------------|-----------|----------------|--------------|-------------|------------|
| | | | | BFW W | NE WA | N. Centr al | Palou se | Penin sula | PSR C | Quad Co | Skagi t/Isi | Spok ane | SW RTC | SW RTP O | Thurs ton | What com | Yaki ma |
| | | | | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| What is your current employment status | Hispanic | 116 | 2% | 0% | 5% | 0% | 0% | 1% | 2% | 1% | 1% | 1% | 1% | 0% | 3% | 3% | 4% |
| | African/American | 94 | 1% | 0% | 0% | 0% | 1% | 1% | 2% | 0% | 0% | 0% | 1% | 0% | 1% | 1% | 1% |
| | Asian/Pacific Islander | 164 | 2% | 0% | 0% | 1% | 11% | 2% | 3% | 1% | 1% | 1% | 0% | 1% | 2% | 0% | 1% |
| | Native American (Indian Nation) | 86 | 1% | 2% | 2% | 1% | 3% | 1% | 1% | 1% | 1% | 2% | 1% | 4% | 0% | 7% | 1% |
| | Other | 193 | 3% | 3% | 1% | 5% | 0% | 2% | 3% | 1% | 2% | 4% | 2% | 2% | 2% | 2% | 1% |
| | Prefer not to answer | 900 | 12% | 15% | 12% | 5% | 6% | 14% | 12% | 6% | 12% | 12% | 17% | 8% | 5% | 15% | 11% |
| | Employed Full-time | 4001 | 53% | 49% | 21% | 41% | 36% | 51% | 60% | 47% | 36% | 49% | 45% | 41% | 54% | 46% | 50% |
| | Employed Part-time | 750 | 10% | 10% | 6% | 15% | 6% | 10% | 9% | 10% | 15% | 11% | 11% | 11% | 12% | 12% | 6% |
| | Student and Employed | 108 | 1% | 1% | 5% | 1% | 7% | 1% | 1% | 0% | 1% | 2% | 3% | 0% | 2% | 2% | 0% |
| | Student / Not Employed | 130 | 2% | 7% | 2% | 0% | 15% | 2% | 1% | 4% | 3% | 2% | 0% | 0% | 1% | 1% | 0% |
| | Homemaker | 254 | 3% | 2% | 7% | 3% | 10% | 3% | 3% | 2% | 2% | 7% | 3% | 3% | 2% | 3% | 4% |
| | Military Personnel | 23 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3% | 0% | 0% | 0% | 0% |
| | Retired | 1536 | 20% | 22% | 37% | 34% | 24% | 25% | 15% | 30% | 34% | 21% | 24% | 28% | 22% | 21% | 31% |
| | Not Currently Employed | 300 | 4% | 6% | 11% | 1% | 1% | 2% | 4% | 4% | 3% | 3% | 4% | 8% | 6% | 8% | 4% |
| | Prefer not to answer | 429 | 6% | 4% | 11% | 5% | 2% | 6% | 6% | 4% | 7% | 5% | 8% | 8% | 1% | 7% | 5% |

Means

| | All | RTPO | | | | | | | | | | | | | |
|---|-------|----------|----------|-------------------|-------------|---------------|-------|------------|----------------|-------------|-----------|------------|--------------|-------------|------------|
| | | BFW W | NE WA | N. Centr al | Palous e | Penin sula | PSRC | Quad Co | Skagit /Isl | Spoka ne | SW RTC | SW RTPO | Thurs ton | What com | Yaki ma |
| Number of cases | 7897 | 364 | 68 | 183 | 95 | 477 | 4011 | 183 | 239 | 541 | 528 | 305 | 295 | 233 | 277 |
| Row percent | 10... | 4.7% | 0.9% | 2.3% | 1.2% | 6.1% | 51.4% | 2.3% | 3.1% | 6.9% | 6.8% | 3.9% | 3.8% | 3.0% | 3.6% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.44 | 2.11 | 2.26 | 2.23 | 2.13 | 1.96 | 2.13 | 2.16 | 2.17 | 2.32 | 2.12 | 2.14 | 2.24 | 2.14 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.29 | 1.84 | 2.25 | 2.25 | 1.98 | 1.93 | 1.93 | 2.24 | 1.77 | 2.09 | 1.85 | 2.20 | 2.32 | 1.82 |
| 3. Rating: State giving your area it | 1.94 | 1.91 | 1.65 | 1.93 | 1.70 | 1.91 | 2.03 | 1.90 | 1.82 | 1.53 | 1.97 | 1.75 | 2.11 | 2.06 | 1.56 |
| 9. Preservation - Avg % | 45.4 | 41.3 | 30.27 | 48.52 | 48.97 | 49.13 | 47.87 | 44.39 | 45.63 | 43.81 | 35.63 | 40.13 | 47.30 | 43.23 | 43.05 |
| 10. New lanes- Avg % | 24.1 | 22.2 | 10.77 | 17.47 | 22.33 | 20.16 | 26.86 | 17.58 | 19.23 | 20.48 | 22.97 | 22.48 | 30.78 | 19.84 | 20.27 |
| 11. Transit/rail - Avg % | 37.5 | 21.7 | 14.95 | 25.00 | 29.59 | 40.28 | 44.90 | 31.37 | 41.27 | 29.94 | 19.56 | 28.34 | 37.26 | 37.70 | 28.25 |
| 12. Bike/sidewalk - Avg % | 30.0 | 23.1 | 16.86 | 24.90 | 27.96 | 33.53 | 32.93 | 19.50 | 34.25 | 32.78 | 17.74 | 24.21 | 28.41 | 37.42 | 25.30 |
| 13. Ferries - Avg % | 28.7 | 16.5 | 8.90 | 14.37 | 15.87 | 54.51 | 31.88 | 20.93 | 59.71 | 18.94 | 12.09 | 19.46 | 23.52 | 29.14 | 20.59 |
| 9. Preservation Funding | 454 | 413 | 302.7 | 485.2 | 489.7 | 491.3 | 478.7 | 443.9 | 456.3 | 438.1 | 356.3 | 401.3 | 473.0 | 432.3 | 430.5 |
| 10. New lanes Funding | 159 | 146 | 71.11 | 115.3 | 147.4 | 133.0 | 177.3 | 116.0 | 126.9 | 135.1 | 151.6 | 148.4 | 203.1 | 130.9 | 133.8 |
| 11. Transit/rail Funding | 99.0 | 57.3 | 39.48 | 66.00 | 78.11 | 106.3 | 118.5 | 82.83 | 109.0 | 79.05 | 51.64 | 74.81 | 98.37 | 99.53 | 74.59 |
| 12. Bike/sidewalk Funding | 9.90 | 7.61 | 5.56 | 8.22 | 9.23 | 11.07 | 10.87 | 6.44 | 11.30 | 10.82 | 5.85 | 7.99 | 9.38 | 12.35 | 8.35 |
| 13. Ferries Funding | 41.0 | 23.6 | 12.72 | 20.56 | 22.70 | 77.95 | 45.59 | 29.92 | 85.38 | 27.08 | 17.29 | 27.82 | 33.64 | 41.67 | 29.44 |
| Q9-13. Total Funded | 763 | 647 | 431.6 | 695.2 | 747.1 | 819.7 | 831.0 | 679.0 | 788.8 | 690.2 | 582.7 | 660.3 | 817.5 | 716.8 | 676.7 |
| Q9-13. Total Cost | 25.2 | 21.4 | 14.24 | 22.94 | 24.65 | 27.05 | 27.42 | 22.41 | 26.03 | 22.78 | 19.23 | 21.79 | 26.98 | 23.65 | 22.33 |
| Q9-13. Percent Funded | .36 | .31 | .21 | .33 | .36 | .39 | .40 | .32 | .38 | .33 | .28 | .31 | .39 | .34 | .32 |
| 14. Gas Tax - Raised | 150 | 108 | 67.98 | 112.2 | 156.8 | 176.3 | 171.7 | 101.4 | 180.9 | 115.0 | 107.7 | 98.54 | 156.7 | 167.7 | 106.5 |
| 14. Gas Tax - Cost | 5.05 | 3.62 | 2.29 | 3.77 | 5.27 | 5.93 | 5.77 | 3.41 | 6.08 | 3.87 | 3.62 | 3.31 | 5.27 | 5.64 | 3.58 |
| 15. MVET - Raised | 245 | 176 | 141.0 | 191.4 | 241.8 | 293.3 | 276.3 | 201.0 | 284.8 | 188.8 | 157.6 | 168.6 | 236.0 | 293.0 | 205.4 |
| 15. MVET - Cost | 8.85 | 6.36 | 5.10 | 6.92 | 8.75 | 10.61 | 9.99 | 7.27 | 10.30 | 6.83 | 5.70 | 6.10 | 8.54 | 10.60 | 7.43 |
| 16. VLF - Raised | 159 | 119 | 79.62 | 105.2 | 130.9 | 206.8 | 181.8 | 155.5 | 202.1 | 110.0 | 102.6 | 107.5 | 135.9 | 146.7 | 139.9 |
| 16. VLF - Cost | 4.19 | 3.15 | 2.10 | 2.78 | 3.46 | 5.46 | 4.80 | 4.11 | 5.34 | 2.90 | 2.71 | 2.84 | 3.59 | 3.88 | 3.69 |
| Q14-16. Total Raised | 554 | 402 | 288.6 | 408.9 | 529.5 | 676.4 | 629.8 | 457.9 | 667.8 | 413.8 | 367.9 | 374.6 | 528.7 | 607.4 | 451.7 |
| Q14-16. Total Cost | 18.1 | 13.1 | 9.49 | 13.47 | 17.47 | 22.00 | 20.57 | 14.78 | 21.72 | 13.60 | 12.03 | 12.25 | 17.40 | 20.11 | 14.70 |
| Shortfall | 209 | 245 | 142.9 | 286.4 | 217.5 | 143.2 | 201.2 | 221.2 | 121.0 | 276.4 | 214.8 | 285.7 | 288.8 | 109.3 | 224.9 |
| % of Funding Raised | .87 | .71 | 1.00 | .69 | .61 | 1.03 | .96 | .75 | 1.05 | .54 | .65 | .71 | .84 | .93 | .73 |
| 34a. % of weekly trips: Driving alone ... | 56.3 | 66.0 | 51.56 | 57.39 | 62.20 | 47.60 | 51.64 | 64.82 | 59.30 | 63.08 | 63.35 | 62.24 | 68.22 | 58.28 | 69.38 |
| 34b. % of weekly trips: Carpooling | 24.8 | 26.3 | 42.61 | 29.34 | 29.83 | 27.54 | 22.91 | 24.96 | 25.56 | 24.32 | 27.80 | 32.48 | 22.09 | 24.56 | 24.22 |
| 34c. % of weekly trips: Riding public ... | 10.1 | .58 | .41 | 1.33 | 2.98 | 13.33 | 16.27 | 3.74 | 6.33 | 3.07 | 2.24 | .87 | 3.52 | 2.30 | .52 |
| 34d. % of weekly trips: Riding a ... | 1.15 | 1.36 | 1.95 | 1.56 | 1.51 | 1.85 | 1.00 | 1.05 | 2.02 | 1.28 | .91 | .42 | 1.09 | 1.67 | 1.35 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 3.66 | 2.21 | 3.60 | 2.93 | 7.21 | 6.50 | 3.98 | 4.50 | 5.78 | 4.06 | 2.58 | 3.76 | 11.11 | 2.04 |

Means

| | All | RTPO | | | | | | | | | | | | | |
|---------------------------------------|------|----------|----------|-------------------|-------------|---------------|------|------------|----------------|-------------|-----------|------------|--------------|-------------|------------|
| | | BFW W | NE WA | N. Centr al | Palous e | Penin sula | PSRC | Quad Co | Skagit /Isl | Spoka ne | SW RTC | SW RTPO | Thurs ton | What com | Yaki ma |
| 34f. % of weekly trips: Traveling ... | 1.98 | 2.08 | 1.27 | 6.79 | .56 | 2.46 | 1.69 | 1.45 | 2.29 | 2.47 | 1.63 | 1.41 | 1.33 | 2.09 | 2.49 |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|-----------------|-----------|------|------|--|-----------|----------------------|----------|---|-----------|----------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 2054 | 3566 | 2175 | 102 | 1768 | 3298 | 2791 | 39 |
| Row percent | | | 100% | 26% | 45% | 28% | 1% | 22% | 42% | 35% | 0% |
| Gender | Male | 3668 | 46% | 50% | 44% | 46% | 48% | 50% | 45% | 46% | 50% |
| | Female | 3985 | 50% | 48% | 53% | 49% | 50% | 48% | 52% | 51% | 42% |
| | NA | 244 | 3% | 2% | 3% | 5% | 2% | 3% | 3% | 3% | 8% |
| Age range | 18-34 | 1543 | 20% | 20% | 19% | 20% | 27% | 20% | 20% | 19% | 33% |
| | 35-54 | 2415 | 31% | 28% | 30% | 34% | 31% | 30% | 30% | 31% | 23% |
| | 55+ | 3390 | 43% | 46% | 44% | 38% | 37% | 43% | 43% | 43% | 34% |
| | NA | 549 | 7% | 6% | 7% | 8% | 5% | 7% | 7% | 7% | 10% |
| Gender by Age | M <35 | 596 | 8% | 9% | 6% | 8% | 17% | 9% | 7% | 7% | 19% |
| | F <35 | 910 | 12% | 11% | 12% | 11% | 11% | 11% | 12% | 11% | 15% |
| | M 35-54 | 1069 | 14% | 13% | 13% | 16% | 14% | 13% | 13% | 14% | 12% |
| | F 35-54 | 1312 | 17% | 15% | 17% | 18% | 16% | 16% | 17% | 17% | 9% |
| | M 55+ | 1821 | 23% | 26% | 23% | 20% | 15% | 25% | 23% | 22% | 16% |
| | F 55+ | 1541 | 20% | 19% | 21% | 18% | 21% | 18% | 20% | 21% | 19% |
| | NA | 647 | 8% | 7% | 8% | 10% | 6% | 8% | 8% | 8% | 11% |
| Ethnicity | White | 5978 | 79% | 81% | 81% | 75% | 79% | 81% | 79% | 78% | 71% |
| | Non-white | 654 | 9% | 8% | 8% | 10% | 6% | 9% | 9% | 9% | 6% |
| | Refused | 900 | 12% | 10% | 11% | 15% | 15% | 10% | 12% | 13% | 23% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|--------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| HH Income | <\$50K | 1869 | 25% | 24% | 25% | 25% | 27% | 23% | 25% | 26% | 46% |
| | \$50K+ | 4318 | 57% | 60% | 57% | 55% | 45% | 59% | 57% | 55% | 26% |
| | Ref inc | 1406 | 19% | 16% | 18% | 20% | 28% | 18% | 18% | 19% | 28% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 60% | 57% | 53% | 63% | 60% | 57% | 55% | 75% |
| | 10K+ miles | 3236 | 41% | 38% | 41% | 45% | 29% | 38% | 40% | 44% | 22% |
| | Not sure | 174 | 2% | 2% | 3% | 2% | 9% | 2% | 3% | 2% | 3% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 30% | 29% | 31% | 26% | 33% | 27% | 31% | 24% |
| | Suburban | 2456 | 31% | 30% | 30% | 34% | 30% | 30% | 33% | 29% | 39% |
| | Rural | 3094 | 39% | 40% | 41% | 35% | 43% | 37% | 40% | 40% | 37% |
| Education | Did not graduate college | 3030 | 42% | 40% | 41% | 45% | 53% | 42% | 41% | 44% | 34% |
| | Graduated college' | 4182 | 58% | 60% | 59% | 55% | 47% | 58% | 59% | 56% | 66% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|--------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Benton | 223 | 3% | 6% | 3% | 1% | 3% | 6% | 3% | 1% | 0% |
| | Chelan | 94 | 1% | 1% | 2% | 0% | 4% | 3% | 1% | 1% | 0% |
| | Clallam | 44 | 1% | 1% | 1% | 0% | 1% | 0% | 1% | 0% | 0% |
| | Clark | 495 | 6% | 8% | 8% | 2% | 9% | 8% | 7% | 5% | 3% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 2% | 2% | 1% | 1% | 1% | 2% | 2% | 3% |
| | Douglas | 52 | 1% | 1% | 0% | 0% | 0% | 1% | 1% | 0% | 0% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 0% | 4% | 1% | 1% | 0% | 6% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | Grays Harbor | 69 | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 0% |
| | Island | 126 | 2% | 2% | 1% | 2% | 0% | 4% | 1% | 1% | 0% |
| | Jefferson | 47 | 1% | 1% | 0% | 0% | 2% | 1% | 1% | 0% | 1% |
| | King | 2702 | 35% | 30% | 34% | 40% | 22% | 34% | 35% | 34% | 22% |
| | Kitsap | 356 | 5% | 5% | 4% | 4% | 3% | 5% | 4% | 5% | 1% |
| | Kittitas | 67 | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 1% | 0% |
| | Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Lewis | 82 | 1% | 1% | 1% | 1% | 2% | 0% | 1% | 1% | 0% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 5% |
| | Mason | 30 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Okanogan | 36 | 0% | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 0% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 4% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 5% | 7% | 13% | 9% | 5% | 7% | 12% | 11% |
| | San Juan | 91 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 2% |
| | Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 5% | 8% | 13% | 14% | 5% | 9% | 9% | 28% |
| | Spokane | 541 | 7% | 8% | 7% | 6% | 4% | 4% | 6% | 10% | 2% |
| | Stevens | 53 | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 0% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|------|----------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| RTPO | Thurston | 295 | 4% | 4% | 4% | 3% | 3% | 6% | 4% | 3% | 0% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 2% | 0% |
| | Whatcom | 233 | 3% | 4% | 3% | 2% | 6% | 5% | 3% | 2% | 0% |
| | Whitman | 62 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% | 0% |
| | Yakima | 277 | 4% | 4% | 4% | 2% | 2% | 2% | 4% | 4% | 15% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | |
| | BFWW | 364 | 5% | 8% | 5% | 1% | 7% | 7% | 5% | 3% | 6% |
| | NE WA | 68 | 1% | 1% | 1% | 1% | 5% | 1% | 1% | 1% | 0% |
| | N. Central | 183 | 2% | 3% | 3% | 1% | 4% | 4% | 2% | 2% | 0% |
| | Palouse | 95 | 1% | 2% | 1% | 1% | 1% | 2% | 1% | 1% | 0% |
| | Peninsula | 477 | 6% | 7% | 6% | 6% | 7% | 7% | 6% | 6% | 2% |
| | PSRC | 4011 | 51% | 41% | 49% | 66% | 45% | 44% | 52% | 55% | 61% |
| | QuadCo | 183 | 2% | 2% | 3% | 2% | 2% | 2% | 3% | 2% | 5% |
| | Skagit/Isi | 239 | 3% | 4% | 3% | 3% | 2% | 5% | 3% | 2% | 3% |
| | Spokane | 541 | 7% | 8% | 7% | 6% | 4% | 4% | 6% | 10% | 2% |
| | SW RTC | 528 | 7% | 9% | 8% | 3% | 9% | 9% | 7% | 5% | 3% |
| | SW RTPO | 305 | 4% | 4% | 4% | 4% | 3% | 2% | 4% | 4% | 3% |
| | Thurston | 295 | 4% | 4% | 4% | 3% | 3% | 6% | 4% | 3% | 0% |
| | Whatcom | 233 | 3% | 4% | 3% | 2% | 6% | 5% | 3% | 2% | 0% |
| | Yakima | 277 | 4% | 4% | 4% | 3% | 2% | 2% | 4% | 4% | 15% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|-------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 9% | 0% | 0% | 0% | 8% | 1% | 0% | 0% |
| | B Above Average | 1875 | 24% | 91% | 0% | 0% | 0% | 59% | 19% | 8% | 0% |
| | C Average | 3566 | 45% | 0% | 100% | 0% | 0% | 29% | 64% | 33% | 29% |
| | D Below Average | 1637 | 21% | 0% | 0% | 75% | 0% | 2% | 13% | 42% | 2% |
| | F Failing | 538 | 7% | 0% | 0% | 25% | 0% | 0% | 2% | 17% | 3% |
| | Not sure | 102 | 1% | 0% | 0% | 0% | 100% | 1% | 1% | 1% | 66% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 100% | 0% | 0% | 0% | 67% | 20% | 8% | 0% |
| | C=Average | 3566 | 45% | 0% | 100% | 0% | 0% | 29% | 64% | 33% | 29% |
| | D/F=Below Average | 2175 | 28% | 0% | 0% | 100% | 0% | 3% | 15% | 59% | 5% |
| | Not sure | 102 | 1% | 0% | 0% | 0% | 100% | 1% | 1% | 1% | 66% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 9% | 0% | 0% | 4% | 12% | 0% | 0% | 0% |
| | B Above Average | 1560 | 20% | 49% | 14% | 2% | 8% | 88% | 0% | 0% | 0% |
| | C Average | 3298 | 42% | 32% | 59% | 22% | 42% | 0% | 100% | 0% | 0% |
| | D Below Average | 2058 | 26% | 9% | 23% | 48% | 15% | 0% | 0% | 74% | 0% |
| | F Failing | 733 | 9% | 2% | 3% | 27% | 5% | 0% | 0% | 26% | 0% |
| | Not sure | 39 | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 100% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|-------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 58% | 15% | 2% | 13% | 100% | 0% | 0% | 0% |
| | C=Average | 3298 | 42% | 32% | 59% | 22% | 42% | 0% | 100% | 0% | 0% |
| | D/F=Below Average | 2791 | 35% | 10% | 26% | 75% | 20% | 0% | 0% | 100% | 0% |
| | Not sure | 39 | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 100% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 9% | 1% | 0% | 2% | 10% | 1% | 1% | 0% |
| | B Above Average | 1105 | 14% | 24% | 14% | 6% | 7% | 28% | 14% | 5% | 5% |
| | C Average | 2878 | 36% | 40% | 41% | 26% | 15% | 35% | 46% | 26% | 10% |
| | D Below Average | 1874 | 24% | 14% | 27% | 28% | 10% | 12% | 24% | 32% | 8% |
| | F Failing | 888 | 11% | 2% | 7% | 27% | 16% | 2% | 5% | 25% | 8% |
| | Not sure | 940 | 12% | 11% | 11% | 13% | 49% | 13% | 11% | 12% | 68% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 32% | 14% | 6% | 10% | 38% | 15% | 6% | 5% |
| | C=Average | 2878 | 36% | 40% | 41% | 26% | 15% | 35% | 46% | 26% | 10% |
| | D/F=Below Average | 2761 | 35% | 17% | 34% | 54% | 26% | 14% | 28% | 56% | 17% |
| | Not sure | 940 | 12% | 11% | 11% | 13% | 49% | 13% | 11% | 12% | 68% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|-------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 31% | 28% | 29% | 20% | 32% | 27% | 30% | 8% |
| | Somewhat Agree | 2581 | 33% | 38% | 35% | 24% | 37% | 34% | 36% | 28% | 17% |
| | Somewhat Disagree | 1360 | 17% | 15% | 19% | 17% | 7% | 16% | 18% | 17% | 7% |
| | Strongly Disagree | 1284 | 16% | 11% | 13% | 26% | 18% | 13% | 15% | 19% | 42% |
| | Not sure | 370 | 5% | 5% | 5% | 4% | 18% | 5% | 4% | 5% | 27% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 69% | 63% | 53% | 57% | 66% | 63% | 59% | 25% |
| | Disagree | 2644 | 33% | 26% | 32% | 43% | 26% | 29% | 33% | 37% | 48% |
| | Not sure | 370 | 5% | 5% | 5% | 4% | 18% | 5% | 4% | 5% | 27% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 23% | 17% | 18% | 7% | 24% | 17% | 18% | 8% |
| | Somewhat Support | 2526 | 32% | 38% | 33% | 24% | 32% | 33% | 34% | 29% | 11% |
| | Somewhat Oppose | 1331 | 17% | 13% | 20% | 16% | 27% | 14% | 19% | 16% | 11% |
| | Strongly Oppose | 2293 | 29% | 22% | 27% | 39% | 28% | 25% | 28% | 33% | 55% |
| | Not sure | 271 | 3% | 4% | 3% | 4% | 7% | 3% | 3% | 4% | 16% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 61% | 50% | 42% | 39% | 57% | 50% | 47% | 19% |
| | Oppose | 3624 | 46% | 35% | 47% | 55% | 54% | 40% | 46% | 49% | 65% |
| | Not sure | 271 | 3% | 4% | 3% | 4% | 7% | 3% | 3% | 4% | 16% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 14% | 9% | 11% | 4% | 13% | 10% | 11% | 6% |
| | Somewhat Support | 1651 | 21% | 24% | 22% | 17% | 23% | 23% | 22% | 19% | 5% |
| | Somewhat Oppose | 1514 | 19% | 19% | 21% | 16% | 11% | 18% | 21% | 18% | 3% |
| | Strongly Oppose | 3585 | 45% | 38% | 45% | 53% | 53% | 41% | 44% | 49% | 79% |
| | Not sure | 280 | 4% | 5% | 3% | 3% | 9% | 4% | 3% | 3% | 6% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours | Support | 2519 | 32% | 38% | 31% | 28% | 27% | 37% | 31% | 30% | 12% |
| | Oppose | 5098 | 65% | 57% | 66% | 69% | 64% | 59% | 66% | 66% | 82% |
| | Not sure | 280 | 4% | 5% | 3% | 3% | 9% | 4% | 3% | 3% | 6% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 7. | Strongly Support | 117 | 2% | 2% | 2% | 2% | 0% | 3% | 2% | 2% | 0% |
| Support/Oppose: | Somewhat Support | 1173 | 22% | 30% | 23% | 14% | 15% | 26% | 23% | 19% | 1% |
| What if it cost the average Washington family like yours an additional \$15 a month? | Somewhat Oppose | 1329 | 25% | 23% | 27% | 21% | 39% | 25% | 25% | 24% | 27% |
| | Strongly Oppose | 2561 | 48% | 40% | 45% | 58% | 42% | 42% | 47% | 52% | 66% |
| | Not sure | 200 | 4% | 5% | 3% | 4% | 4% | 4% | 3% | 4% | 5% |
| 7. | Support | 1290 | 24% | 32% | 25% | 16% | 15% | 29% | 25% | 20% | 1% |
| Support/Oppose: | Oppose | 3889 | 72% | 63% | 72% | 79% | 81% | 67% | 72% | 76% | 94% |
| What if it cost the average Washington family like yours an additional \$15 a month? | Not sure | 200 | 4% | 5% | 3% | 4% | 4% | 4% | 3% | 4% | 5% |
| 8. | Strongly Support | 66 | 2% | 2% | 1% | 2% | 0% | 2% | 1% | 2% | 0% |
| Support/Oppose: | Somewhat Support | 854 | 21% | 25% | 22% | 17% | 12% | 21% | 21% | 21% | 9% |
| What if it cost the average Washington family like yours an additional \$7.50 a month? | Somewhat Oppose | 927 | 23% | 22% | 26% | 17% | 41% | 25% | 25% | 18% | 25% |
| | Strongly Oppose | 2046 | 50% | 45% | 46% | 59% | 42% | 46% | 49% | 53% | 60% |
| | Not sure | 196 | 5% | 5% | 4% | 5% | 5% | 7% | 4% | 5% | 6% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|----------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 8. | Support | 920 | 22% | 27% | 24% | 18% | 12% | 22% | 22% | 23% | 9% |
| Support/Oppose: | Oppose | 2973 | 73% | 68% | 72% | 77% | 84% | 71% | 74% | 72% | 85% |
| What if it cost the average Washington family like yours an additional \$7.50 a month? | Not sure | 196 | 5% | 5% | 4% | 5% | 5% | 7% | 4% | 5% | 6% |
| 9. Final: % of need funded: | 0-9 | 1758 | 22% | 16% | 21% | 30% | 42% | 18% | 21% | 26% | 53% |
| Preservation/maintenance of existing transportation system | 10-19 | 564 | 7% | 6% | 7% | 8% | 3% | 5% | 8% | 7% | 7% |
| | 20-29 | 830 | 11% | 11% | 11% | 10% | 7% | 11% | 10% | 11% | 5% |
| | 30-39 | 529 | 7% | 7% | 7% | 6% | 19% | 7% | 7% | 6% | 3% |
| | 40-49 | 494 | 6% | 6% | 7% | 6% | 0% | 6% | 7% | 5% | 16% |
| | 50-59 | 1055 | 13% | 15% | 13% | 12% | 11% | 14% | 13% | 13% | 1% |
| | 60-69 | 332 | 4% | 5% | 4% | 3% | 4% | 4% | 5% | 4% | 3% |
| | 70-79 | 467 | 6% | 7% | 6% | 5% | 1% | 6% | 6% | 5% | 0% |
| | 80-89 | 232 | 3% | 3% | 3% | 3% | 1% | 3% | 3% | 2% | 0% |
| | 90-100 | 1636 | 21% | 24% | 21% | 18% | 13% | 24% | 19% | 20% | 13% |
| 10. Final: % of need funded: | 0-9 | 3518 | 45% | 42% | 44% | 47% | 55% | 44% | 43% | 46% | 76% |
| Adding new lands and expanding road and bridge capacity | 10-19 | 909 | 12% | 11% | 12% | 11% | 9% | 11% | 12% | 11% | 9% |
| | 20-29 | 947 | 12% | 14% | 12% | 10% | 7% | 13% | 12% | 11% | 6% |
| | 30-39 | 503 | 6% | 7% | 7% | 6% | 6% | 7% | 6% | 6% | 0% |
| | 40-49 | 318 | 4% | 4% | 5% | 4% | 0% | 4% | 4% | 4% | 2% |
| | 50-59 | 672 | 9% | 9% | 9% | 8% | 5% | 8% | 9% | 8% | 0% |
| | 60-69 | 170 | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| | 70-79 | 208 | 3% | 2% | 3% | 3% | 3% | 2% | 3% | 3% | 0% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | 90-100 | 565 | 7% | 7% | 6% | 9% | 13% | 7% | 6% | 8% | 6% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|--------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 34% | 39% | 44% | 41% | 36% | 39% | 40% | 78% |
| | 10-19 | 589 | 7% | 9% | 8% | 5% | 8% | 7% | 8% | 7% | 4% |
| | 20-29 | 592 | 7% | 8% | 8% | 6% | 6% | 8% | 8% | 7% | 3% |
| | 30-39 | 359 | 5% | 5% | 5% | 3% | 7% | 5% | 4% | 5% | 0% |
| | 40-49 | 299 | 4% | 4% | 4% | 4% | 9% | 3% | 4% | 3% | 1% |
| | 50-59 | 624 | 8% | 9% | 8% | 6% | 7% | 8% | 8% | 8% | 0% |
| | 60-69 | 180 | 2% | 2% | 2% | 2% | 0% | 2% | 2% | 2% | 0% |
| | 70-79 | 300 | 4% | 3% | 4% | 4% | 6% | 4% | 3% | 4% | 3% |
| | 80-89 | 177 | 2% | 2% | 2% | 3% | 0% | 2% | 2% | 2% | 0% |
| | 90-100 | 1676 | 21% | 23% | 19% | 23% | 17% | 24% | 20% | 21% | 11% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 44% | 52% | 61% | 45% | 46% | 52% | 56% | 63% |
| | 10-19 | 636 | 8% | 8% | 9% | 7% | 4% | 9% | 9% | 7% | 0% |
| | 20-29 | 486 | 6% | 8% | 6% | 5% | 1% | 7% | 7% | 5% | 0% |
| | 30-39 | 210 | 3% | 3% | 3% | 2% | 4% | 3% | 3% | 3% | 3% |
| | 40-49 | 151 | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 2% | 1% |
| | 50-59 | 369 | 5% | 5% | 5% | 4% | 2% | 5% | 5% | 5% | 2% |
| | 60-69 | 93 | 1% | 1% | 1% | 1% | 7% | 1% | 1% | 1% | 0% |
| | 70-79 | 126 | 2% | 2% | 1% | 1% | 1% | 2% | 2% | 1% | 3% |
| | 80-89 | 85 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | 90-100 | 1602 | 20% | 26% | 18% | 17% | 34% | 25% | 19% | 18% | 28% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|--|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 38% | 44% | 53% | 52% | 40% | 44% | 50% | 55% |
| | 10-19 | 838 | 11% | 10% | 11% | 10% | 8% | 10% | 11% | 10% | 23% |
| | 20-29 | 702 | 9% | 11% | 9% | 7% | 7% | 9% | 10% | 7% | 4% |
| | 30-39 | 375 | 5% | 5% | 5% | 4% | 4% | 5% | 4% | 5% | 2% |
| | 40-49 | 243 | 3% | 4% | 3% | 3% | 5% | 4% | 3% | 2% | 1% |
| | 50-59 | 633 | 8% | 9% | 8% | 6% | 5% | 9% | 8% | 8% | 2% |
| | 60-69 | 141 | 2% | 2% | 2% | 1% | 8% | 2% | 2% | 1% | 0% |
| | 70-79 | 224 | 3% | 3% | 3% | 3% | 1% | 4% | 2% | 3% | 3% |
| | 80-89 | 93 | 1% | 1% | 1% | 1% | 0% | 2% | 1% | 1% | 0% |
| | 90-100 | 1080 | 14% | 17% | 13% | 13% | 10% | 17% | 13% | 13% | 10% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 28% | 24% | 19% | 24% | 25% | 25% | 22% | 15% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 17% | 14% | 10% | 7% | 16% | 14% | 12% | 4% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 18% | 15% | 14% | 18% | 19% | 14% | 15% | 16% |
| | No Gas Tax increase | 3725 | 47% | 37% | 47% | 57% | 51% | 39% | 48% | 51% | 65% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 63% | 53% | 43% | 49% | 61% | 52% | 49% | 35% |
| | No Increase | 3725 | 47% | 37% | 47% | 57% | 51% | 39% | 48% | 51% | 65% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|--|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 29% | 26% | 21% | 36% | 27% | 26% | 23% | 12% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 17% | 14% | 11% | 7% | 16% | 14% | 12% | 5% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 15% | 11% | 12% | 9% | 15% | 11% | 12% | 5% |
| | No State MVET | 3816 | 48% | 39% | 49% | 56% | 47% | 42% | 48% | 52% | 77% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 61% | 51% | 44% | 53% | 58% | 52% | 48% | 23% |
| | No Increase | 3816 | 48% | 39% | 49% | 56% | 47% | 42% | 48% | 52% | 77% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 36% | 34% | 28% | 26% | 34% | 35% | 30% | 9% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 18% | 16% | 12% | 12% | 18% | 15% | 13% | 8% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 8% | 5% | 8% | 9% | 8% | 6% | 8% | 7% |
| | No VLF increase | 3576 | 45% | 37% | 45% | 53% | 54% | 40% | 45% | 49% | 77% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|-------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 63% | 55% | 47% | 46% | 60% | 55% | 51% | 23% |
| | No Increase | 3576 | 45% | 37% | 45% | 53% | 54% | 40% | 45% | 49% | 77% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 31% | 23% | 23% | 19% | 29% | 24% | 24% | 15% |
| | Somewhat Agree | 3163 | 40% | 42% | 44% | 33% | 33% | 42% | 42% | 37% | 12% |
| | Somewhat Disagree | 1069 | 14% | 11% | 15% | 14% | 17% | 12% | 14% | 14% | 6% |
| | Strongly Disagree | 1457 | 18% | 13% | 16% | 27% | 21% | 15% | 18% | 21% | 45% |
| | Not Sure | 223 | 3% | 3% | 2% | 3% | 10% | 2% | 2% | 3% | 23% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 73% | 67% | 56% | 52% | 71% | 66% | 61% | 26% |
| | Disagree | 2526 | 32% | 24% | 31% | 41% | 38% | 27% | 32% | 35% | 51% |
| | Not sure | 223 | 3% | 3% | 2% | 3% | 10% | 2% | 2% | 3% | 23% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|--|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 50% | 52% | 51% | 42% | 52% | 49% | 52% | 58% |
| | No not aware of funding shortfall | 2251 | 29% | 35% | 29% | 21% | 44% | 30% | 31% | 24% | 20% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 16% | 20% | 28% | 14% | 18% | 20% | 24% | 22% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 6% | 4% | 5% | 3% | 7% | 4% | 4% | 3% |
| | Probably | 1548 | 20% | 22% | 19% | 18% | 14% | 19% | 20% | 19% | 4% |
| | Probably Not | 1694 | 21% | 24% | 23% | 15% | 26% | 25% | 22% | 19% | 20% |
| | Definitely Not | 3937 | 50% | 44% | 49% | 57% | 48% | 44% | 49% | 54% | 71% |
| | Not Sure | 343 | 4% | 4% | 4% | 4% | 9% | 5% | 4% | 4% | 2% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation | Definitely/Probably | 1924 | 24% | 27% | 23% | 23% | 17% | 26% | 25% | 23% | 7% |
| | Definitely/Probably NOT | 5630 | 71% | 68% | 72% | 72% | 74% | 69% | 71% | 72% | 91% |
| | Not sure | 343 | 4% | 4% | 4% | 4% | 9% | 5% | 4% | 4% | 2% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|-------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 36% | 29% | 27% | 21% | 35% | 28% | 29% | 16% |
| | Probably | 2615 | 33% | 32% | 34% | 31% | 40% | 32% | 35% | 32% | 13% |
| | Probably Not | 1051 | 13% | 11% | 16% | 13% | 8% | 12% | 14% | 13% | 21% |
| | Definitely Not | 1685 | 21% | 19% | 19% | 27% | 26% | 18% | 21% | 24% | 50% |
| | Not Sure | 187 | 2% | 3% | 2% | 2% | 6% | 3% | 2% | 2% | 0% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 68% | 63% | 58% | 61% | 67% | 63% | 61% | 29% |
| | Definitely/Probably NOT | 2736 | 35% | 29% | 35% | 39% | 33% | 30% | 35% | 37% | 71% |
| | Not sure | 187 | 2% | 3% | 2% | 2% | 6% | 3% | 2% | 2% | 0% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 18% | 15% | 14% | 21% | 18% | 14% | 15% | 17% |
| | Probably | 1877 | 24% | 25% | 25% | 21% | 16% | 24% | 25% | 22% | 13% |
| | Probably Not | 1478 | 19% | 20% | 20% | 16% | 11% | 19% | 20% | 17% | 13% |
| | Definitely Not | 2942 | 37% | 31% | 36% | 46% | 38% | 33% | 37% | 41% | 51% |
| | Not Sure | 379 | 5% | 6% | 4% | 4% | 13% | 6% | 5% | 5% | 7% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|-------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 43% | 40% | 34% | 38% | 43% | 39% | 38% | 30% |
| | Definitely/Probably NOT | 4420 | 56% | 51% | 56% | 62% | 49% | 52% | 57% | 58% | 64% |
| | Not sure | 379 | 5% | 6% | 4% | 4% | 13% | 6% | 5% | 5% | 7% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 14% | 8% | 10% | 13% | 14% | 9% | 10% | 7% |
| | Probably | 1662 | 21% | 24% | 22% | 17% | 16% | 23% | 21% | 19% | 30% |
| | Probably Not | 1423 | 18% | 19% | 20% | 14% | 12% | 18% | 18% | 18% | 4% |
| | Definitely Not | 3745 | 47% | 39% | 47% | 56% | 54% | 41% | 48% | 50% | 58% |
| | Not Sure | 242 | 3% | 3% | 4% | 2% | 6% | 4% | 3% | 3% | 2% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 38% | 30% | 27% | 28% | 37% | 30% | 29% | 37% |
| | Definitely/Probably NOT | 5168 | 65% | 59% | 66% | 71% | 66% | 60% | 66% | 68% | 62% |
| | Not sure | 242 | 3% | 3% | 4% | 2% | 6% | 4% | 3% | 3% | 2% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 21% | 19% | 17% | 16% | 22% | 18% | 19% | 6% |
| | Probably | 2781 | 35% | 38% | 37% | 30% | 31% | 37% | 37% | 32% | 31% |
| | Probably Not | 1117 | 14% | 12% | 16% | 13% | 7% | 12% | 15% | 15% | 11% |
| | Definitely Not | 2185 | 28% | 24% | 25% | 35% | 35% | 25% | 26% | 31% | 50% |
| | Not Sure | 309 | 4% | 5% | 4% | 3% | 11% | 4% | 4% | 4% | 2% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|-------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 59% | 56% | 48% | 47% | 59% | 55% | 51% | 37% |
| | Definitely/Probably NOT | 3302 | 42% | 36% | 41% | 49% | 42% | 37% | 41% | 45% | 61% |
| | Not sure | 309 | 4% | 5% | 4% | 3% | 11% | 4% | 4% | 4% | 2% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 15% | 18% | 20% | 13% | 16% | 16% | 20% | 11% |
| | Probably | 1667 | 21% | 21% | 23% | 19% | 22% | 19% | 24% | 20% | 14% |
| | Probably Not | 1478 | 19% | 21% | 21% | 14% | 12% | 20% | 21% | 16% | 26% |
| | Definitely Not | 3012 | 38% | 39% | 34% | 43% | 48% | 39% | 35% | 41% | 48% |
| | Not Sure | 361 | 5% | 5% | 5% | 4% | 5% | 6% | 5% | 4% | 1% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 36% | 40% | 39% | 35% | 35% | 40% | 40% | 25% |
| | Definitely/Probably NOT | 4489 | 57% | 59% | 55% | 58% | 60% | 59% | 56% | 56% | 74% |
| | Not sure | 361 | 5% | 5% | 5% | 4% | 5% | 6% | 5% | 4% | 1% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 23% | 22% | 18% | 16% | 25% | 19% | 20% | 23% |
| | Somewhat Support | 3129 | 40% | 43% | 41% | 34% | 51% | 39% | 42% | 38% | 34% |
| | Somewhat Oppose | 1152 | 15% | 12% | 15% | 16% | 8% | 14% | 15% | 15% | 12% |
| | Strongly Oppose | 1803 | 23% | 20% | 20% | 30% | 23% | 20% | 22% | 26% | 29% |
| | Not sure | 153 | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 66% | 62% | 52% | 67% | 64% | 61% | 58% | 57% |
| | Oppose | 2955 | 37% | 32% | 36% | 46% | 30% | 34% | 37% | 40% | 41% |
| | Not sure | 153 | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 20% | 18% | 16% | 16% | 22% | 16% | 17% | 20% |
| | Somewhat Support | 3157 | 40% | 43% | 41% | 34% | 49% | 41% | 42% | 38% | 30% |
| | Somewhat Oppose | 1356 | 17% | 16% | 18% | 18% | 18% | 16% | 18% | 17% | 23% |
| | Strongly Oppose | 1828 | 23% | 20% | 21% | 30% | 13% | 20% | 23% | 26% | 23% |
| | Not sure | 130 | 2% | 2% | 2% | 2% | 3% | 1% | 1% | 2% | 5% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Support | 4583 | 58% | 63% | 60% | 50% | 65% | 63% | 58% | 55% | 50% |
| | Oppose | 3183 | 40% | 35% | 39% | 48% | 31% | 36% | 40% | 43% | 45% |
| | Not sure | 130 | 2% | 2% | 2% | 2% | 3% | 1% | 1% | 2% | 5% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 16% | 14% | 14% | 8% | 17% | 13% | 15% | 3% |
| | Somewhat Support | 2466 | 31% | 35% | 33% | 25% | 41% | 33% | 33% | 28% | 16% |
| | Somewhat Oppose | 1501 | 19% | 20% | 20% | 17% | 10% | 20% | 19% | 18% | 13% |
| | Strongly Oppose | 2401 | 30% | 25% | 27% | 41% | 29% | 25% | 29% | 35% | 46% |
| | Not sure | 392 | 5% | 5% | 6% | 3% | 12% | 5% | 5% | 4% | 23% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|---|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 51% | 47% | 39% | 49% | 50% | 46% | 43% | 19% |
| | Oppose | 3902 | 49% | 44% | 47% | 58% | 39% | 45% | 49% | 53% | 58% |
| | Not sure | 392 | 5% | 5% | 6% | 3% | 12% | 5% | 5% | 4% | 23% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 33% | 35% | 41% | 42% | 33% | 35% | 38% | 44% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 40% | 40% | 34% | 29% | 41% | 40% | 35% | 26% |
| | Benefits all projects statewide | 1413 | 18% | 20% | 18% | 16% | 17% | 19% | 17% | 18% | 30% |
| | Not Sure | 637 | 8% | 7% | 8% | 10% | 11% | 7% | 8% | 9% | 0% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 45% | 41% | 36% | 47% | 45% | 41% | 37% | 37% |
| | No Toll money should not be available for transit | 3832 | 49% | 43% | 48% | 55% | 38% | 44% | 48% | 52% | 59% |
| | Not Sure | 859 | 11% | 12% | 12% | 9% | 15% | 11% | 11% | 10% | 4% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 12% | 15% | 17% | 10% | 15% | 14% | 17% | 13% |
| | Somewhat Support | 1710 | 22% | 22% | 23% | 19% | 17% | 18% | 24% | 21% | 8% |
| | Somewhat Oppose | 1388 | 18% | 19% | 19% | 13% | 21% | 21% | 18% | 15% | 23% |
| | Strongly Oppose | 3230 | 41% | 43% | 36% | 47% | 47% | 40% | 39% | 43% | 54% |
| | Not sure | 392 | 5% | 4% | 6% | 4% | 5% | 6% | 5% | 4% | 2% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 34% | 39% | 36% | 27% | 33% | 37% | 38% | 21% |
| | Oppose | 4618 | 58% | 62% | 56% | 60% | 68% | 61% | 57% | 58% | 77% |
| | Not sure | 392 | 5% | 4% | 6% | 4% | 5% | 6% | 5% | 4% | 2% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 1% | 0% |
| | Somewhat Support | 515 | 10% | 11% | 11% | 7% | 16% | 13% | 10% | 8% | 0% |
| | Somewhat Oppose | 1259 | 25% | 28% | 27% | 19% | 13% | 29% | 25% | 23% | 30% |
| | Strongly Oppose | 2909 | 58% | 54% | 54% | 68% | 63% | 52% | 57% | 63% | 68% |
| | Not sure | 288 | 6% | 5% | 7% | 5% | 8% | 5% | 7% | 5% | 2% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 13% | 12% | 8% | 16% | 14% | 11% | 9% | 0% |
| | Oppose | 4169 | 83% | 82% | 81% | 87% | 76% | 81% | 82% | 86% | 98% |
| | Not sure | 288 | 6% | 5% | 7% | 5% | 8% | 5% | 7% | 5% | 2% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|-------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 0% |
| | Somewhat Support | 936 | 21% | 23% | 24% | 15% | 12% | 23% | 24% | 17% | 23% |
| | Somewhat Oppose | 860 | 19% | 20% | 20% | 17% | 14% | 22% | 18% | 20% | 14% |
| | Strongly Oppose | 2360 | 53% | 51% | 48% | 61% | 61% | 50% | 51% | 57% | 57% |
| | Not sure | 209 | 5% | 4% | 5% | 4% | 10% | 4% | 5% | 5% | 6% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 25% | 26% | 17% | 15% | 25% | 26% | 19% | 23% |
| | Oppose | 3220 | 72% | 71% | 69% | 79% | 75% | 71% | 69% | 77% | 71% |
| | Not sure | 209 | 5% | 4% | 5% | 4% | 10% | 4% | 5% | 5% | 6% |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 13% | 12% | 14% | 15% | 13% | 12% | 14% | 10% |
| | Large majority (75-99%) | 2485 | 31% | 31% | 32% | 31% | 43% | 29% | 32% | 32% | 45% |
| | Mostly (50-74%) | 1566 | 20% | 19% | 19% | 21% | 14% | 19% | 20% | 20% | 24% |
| | Some (25-49%) | 806 | 10% | 9% | 11% | 9% | 8% | 10% | 11% | 9% | 11% |
| | Very little (1-24%) | 1404 | 18% | 18% | 19% | 17% | 13% | 19% | 19% | 17% | 4% |
| | None (0%) | 607 | 8% | 10% | 7% | 8% | 6% | 10% | 7% | 7% | 5% |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 44% | 44% | 45% | 58% | 42% | 44% | 47% | 55% |
| | Med. Drive alone | 2372 | 30% | 29% | 30% | 31% | 22% | 29% | 31% | 30% | 35% |
| | Low Drive alone | 2011 | 25% | 27% | 25% | 24% | 20% | 29% | 25% | 24% | 10% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|-------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 2% | 1% | 2% | 1% | 2% | 2% | 2% | 3% |
| | Large majority (75-99%) | 732 | 9% | 8% | 10% | 9% | 9% | 8% | 10% | 9% | 3% |
| | Mostly (50-74%) | 954 | 12% | 10% | 13% | 13% | 6% | 11% | 12% | 13% | 7% |
| | Some (25-49%) | 1189 | 15% | 15% | 16% | 14% | 25% | 15% | 15% | 15% | 50% |
| | Very little (1-24%) | 2726 | 35% | 37% | 34% | 33% | 31% | 36% | 36% | 33% | 19% |
| | None (0%) | 2158 | 27% | 28% | 26% | 29% | 28% | 28% | 26% | 29% | 18% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 20% | 24% | 24% | 17% | 21% | 24% | 24% | 13% |
| | Low Carpool | 3915 | 50% | 52% | 50% | 47% | 55% | 51% | 50% | 48% | 69% |
| | No Carpool | 2158 | 27% | 28% | 26% | 29% | 28% | 28% | 26% | 29% | 18% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 7% | 6% | 5% | 2% | 7% | 6% | 5% | 0% |
| | Mostly (50-74%) | 360 | 5% | 5% | 5% | 4% | 1% | 5% | 5% | 4% | 0% |
| | Some (25-49%) | 297 | 4% | 4% | 4% | 3% | 0% | 5% | 4% | 3% | 0% |
| | Very little (1-24%) | 956 | 12% | 13% | 12% | 11% | 17% | 15% | 12% | 10% | 5% |
| | None (0%) | 5792 | 73% | 71% | 73% | 76% | 80% | 67% | 73% | 77% | 95% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 13% | 11% | 10% | 3% | 13% | 11% | 9% | 0% |
| | Low Transit | 1253 | 16% | 16% | 16% | 14% | 17% | 20% | 16% | 14% | 5% |
| | No Transit | 5792 | 73% | 71% | 73% | 76% | 80% | 67% | 73% | 77% | 95% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|--------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Some (25-49%) | 84 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | Very little (1-24%) | 344 | 4% | 5% | 4% | 4% | 5% | 5% | 5% | 4% | 7% |
| | None (0%) | 7417 | 94% | 93% | 94% | 94% | 94% | 93% | 94% | 94% | 93% |
| Ride a Motorcycle % | Ride a Motorcycle 1%+ | 480 | 6% | 7% | 6% | 6% | 6% | 7% | 6% | 6% | 7% |
| | No Riding a Motorcycle | 7417 | 94% | 93% | 94% | 94% | 94% | 93% | 94% | 94% | 93% |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 1% |
| | Mostly (50-74%) | 156 | 2% | 3% | 1% | 2% | 1% | 4% | 1% | 2% | 0% |
| | Some (25-49%) | 272 | 3% | 4% | 4% | 3% | 3% | 5% | 3% | 3% | 1% |
| | Very little (1-24%) | 1688 | 21% | 24% | 21% | 19% | 23% | 24% | 22% | 19% | 13% |
| | None (0%) | 5628 | 71% | 67% | 72% | 74% | 71% | 66% | 72% | 74% | 85% |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 33% | 28% | 26% | 29% | 34% | 28% | 26% | 15% |
| | No Riding a Bike/Walking | 5628 | 71% | 67% | 72% | 74% | 71% | 66% | 72% | 74% | 85% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|-------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 3% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 0% | 2% | 1% | 3% | 1% | 1% | 1% | 0% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |
| | Very little (1-24%) | 708 | 9% | 10% | 9% | 9% | 4% | 8% | 9% | 10% | 5% |
| | None (0%) | 6996 | 89% | 88% | 88% | 89% | 92% | 89% | 89% | 88% | 92% |
| Traveling some other way % | Other Travel 1% + | 901 | 11% | 12% | 12% | 11% | 8% | 11% | 11% | 12% | 8% |
| | No Other Travel | 6996 | 89% | 88% | 88% | 89% | 92% | 89% | 89% | 88% | 92% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 25% | 23% | 21% | 31% | 23% | 24% | 22% | 36% |
| | 5000 to 9999 miles | 2667 | 34% | 36% | 34% | 32% | 32% | 37% | 33% | 33% | 39% |
| | 10000 to 14999 miles | 2038 | 26% | 23% | 26% | 29% | 14% | 23% | 25% | 28% | 7% |
| | 15000 to 19999 miles | 669 | 8% | 8% | 9% | 9% | 8% | 8% | 9% | 8% | 9% |
| | 20000 or more miles | 529 | 7% | 7% | 6% | 7% | 6% | 7% | 6% | 7% | 7% |
| | Not sure | 174 | 2% | 2% | 3% | 2% | 9% | 2% | 3% | 2% | 3% |
| | | | | | | | | | | | |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 30% | 29% | 31% | 26% | 33% | 27% | 31% | 24% |
| | Suburban | 2456 | 31% | 30% | 30% | 34% | 30% | 30% | 33% | 29% | 39% |
| | Small town | 1360 | 17% | 19% | 18% | 14% | 14% | 18% | 18% | 16% | 10% |
| | Rural | 1675 | 21% | 21% | 22% | 20% | 30% | 19% | 21% | 23% | 27% |
| | Not sure | 60 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| How many people live in your household including you? | 1 | 1143 | 15% | 14% | 16% | 15% | 19% | 14% | 15% | 16% | 12% |
| | 2 | 3516 | 46% | 47% | 47% | 44% | 41% | 47% | 46% | 46% | 30% |
| | 3 | 1200 | 16% | 16% | 15% | 17% | 6% | 16% | 16% | 16% | 7% |
| | 4 | 942 | 12% | 11% | 14% | 11% | 12% | 12% | 13% | 11% | 35% |
| | 5+ | 783 | 10% | 11% | 9% | 12% | 22% | 10% | 10% | 11% | 12% |
| | Prefer not to answer | 29 | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 4% |
| How many children under 18 year of age live in your household | 0 | 5254 | 69% | 68% | 69% | 70% | 67% | 70% | 68% | 70% | 45% |
| | 1 | 874 | 12% | 12% | 11% | 11% | 16% | 10% | 12% | 12% | 16% |
| | 2 | 621 | 8% | 8% | 9% | 8% | 6% | 8% | 9% | 7% | 25% |
| | 3+ | 738 | 10% | 11% | 9% | 9% | 9% | 10% | 10% | 9% | 14% |
| | Prefer not to answer | 110 | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 2% | 0% |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 3% | 3% | 4% | 3% | 3% | 3% | 4% | 12% |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 5% | 4% | 7% | 4% | 5% | 5% | 4% |
| | \$25,000 to \$34,999 | 487 | 6% | 6% | 6% | 7% | 6% | 5% | 7% | 7% | 8% |
| | \$35,000 to \$49,999 | 790 | 10% | 11% | 10% | 10% | 10% | 10% | 10% | 10% | 22% |
| | \$50,000 to \$74,999 | 1457 | 19% | 21% | 19% | 18% | 28% | 21% | 19% | 18% | 11% |
| | \$75,000 to \$99,999 | 1127 | 15% | 16% | 14% | 15% | 12% | 16% | 15% | 14% | 10% |
| | \$100,000 to \$149,999 | 1143 | 15% | 16% | 16% | 14% | 3% | 15% | 15% | 15% | 3% |
| | \$150,000 or more | 591 | 8% | 7% | 8% | 8% | 3% | 7% | 8% | 8% | 3% |
| | Prefer not to answer | 1406 | 19% | 16% | 18% | 20% | 28% | 18% | 18% | 19% | 28% |

| | | N | % | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system ... | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|---------------------------------|------|-----|--|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| | | | | % | % | % | % | % | % | % | % |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 81% | 81% | 75% | 79% | 81% | 79% | 78% | 71% |
| | Hispanic | 116 | 2% | 2% | 1% | 1% | 0% | 1% | 2% | 1% | 0% |
| | African/American | 94 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 3% |
| | Asian/Pacific Islander | 164 | 2% | 2% | 2% | 2% | 1% | 3% | 2% | 2% | 0% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 1% | 2% | 1% | 0% | 1% | 2% | 0% |
| | Other | 193 | 3% | 2% | 2% | 4% | 2% | 2% | 2% | 3% | 2% |
| | Prefer not to answer | 900 | 12% | 10% | 11% | 15% | 15% | 10% | 12% | 13% | 23% |
| What is your current employment status | Employed Full-time | 4001 | 53% | 52% | 52% | 57% | 34% | 50% | 54% | 54% | 25% |
| | Employed Part-time | 750 | 10% | 10% | 12% | 8% | 9% | 13% | 9% | 9% | 8% |
| | Student and Employed | 108 | 1% | 2% | 1% | 1% | 12% | 2% | 2% | 1% | 0% |
| | Student / Not Employed | 130 | 2% | 2% | 1% | 2% | 1% | 2% | 2% | 2% | 4% |
| | Homemaker | 254 | 3% | 4% | 3% | 3% | 6% | 3% | 4% | 3% | 19% |
| | Military Personnel | 23 | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 0% | 0% |
| | Retired | 1536 | 20% | 23% | 21% | 17% | 24% | 22% | 20% | 20% | 21% |
| | Not Currently Employed | 300 | 4% | 4% | 4% | 5% | 5% | 3% | 4% | 5% | 9% |
| | Prefer not to answer | 429 | 6% | 4% | 6% | 7% | 9% | 5% | 6% | 6% | 14% |

Means

| | All | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|---|--------|---|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| Number of cases | 7897 | 2054 | 3566 | 2175 | 102 | 1768 | 3298 | 2791 | 39 |
| Row percent | 100.0% | 26.0% | 45.2% | 27.5% | 1.3% | 22.4% | 41.8% | 35.3% | 0.5% |
| 1. Rating: WA Transportation System ... | 2.08 | 3.09 | 2.00 | 1.00 | . | 2.74 | 2.08 | 1.59 | 1.92 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.59 | 1.92 | 1.37 | 2.03 | 3.12 | 2.00 | 1.00 | . |
| 3. Rating: State giving your area it | 1.94 | 2.31 | 1.85 | 1.65 | 2.04 | 2.42 | 1.90 | 1.60 | 1.84 |
| 9. Preservation - Avg % | 45.40 | 50.81 | 45.98 | 40.00 | 31.02 | 49.88 | 45.07 | 43.23 | 25.29 |
| 10. New lanes- Avg % | 24.14 | 24.58 | 23.14 | 25.32 | 24.84 | 23.86 | 23.96 | 24.70 | 10.67 |
| 11. Transit/rail - Avg % | 37.48 | 40.31 | 36.07 | 37.30 | 33.80 | 40.37 | 36.17 | 37.52 | 15.76 |
| 12. Bike/sidewalk - Avg % | 29.99 | 36.65 | 28.83 | 24.99 | 43.00 | 35.48 | 29.15 | 27.46 | 32.91 |
| 13. Ferries - Avg % | 28.66 | 33.66 | 28.06 | 25.07 | 25.07 | 33.48 | 27.97 | 26.56 | 18.68 |
| 9. Preservation Funding | 453.95 | 508.08 | 459.80 | 400.00 | 310.20 | 498.77 | 450.66 | 432.26 | 252.89 |
| 10. New lanes Funding | 159.30 | 162.24 | 152.70 | 167.12 | 163.96 | 157.49 | 158.16 | 163.04 | 70.40 |
| 11. Transit/rail Funding | 98.95 | 106.42 | 95.23 | 98.46 | 89.23 | 106.57 | 95.48 | 99.04 | 41.60 |
| 12. Bike/sidewalk Funding | 9.90 | 12.09 | 9.51 | 8.25 | 14.19 | 11.71 | 9.62 | 9.06 | 10.86 |
| 13. Ferries Funding | 40.98 | 48.14 | 40.13 | 35.85 | 35.85 | 47.88 | 39.99 | 37.98 | 26.71 |
| Q9-13. Total Funded | 763.08 | 836.98 | 757.38 | 709.67 | 613.43 | 822.41 | 753.91 | 741.37 | 402.46 |
| Q9-13. Total Cost | 25.18 | 27.62 | 24.99 | 23.42 | 20.24 | 27.14 | 24.88 | 24.47 | 13.28 |
| Q9-13. Percent Funded | .36 | .40 | .36 | .34 | .29 | .39 | .36 | .35 | .19 |
| 14. Gas Tax - Raised | 150.29 | 180.30 | 148.79 | 124.83 | 141.12 | 177.27 | 145.64 | 139.25 | 109.54 |
| 14. Gas Tax - Cost | 5.05 | 6.06 | 5.00 | 4.20 | 4.74 | 5.96 | 4.90 | 4.68 | 3.68 |
| 15. MVET - Raised | 244.61 | 292.80 | 235.15 | 216.22 | 210.05 | 278.64 | 238.66 | 232.06 | 102.26 |
| 15. MVET - Cost | 8.85 | 10.59 | 8.51 | 7.82 | 7.60 | 10.08 | 8.63 | 8.39 | 3.70 |
| 16. VLF - Raised | 158.83 | 187.38 | 150.32 | 146.18 | 151.11 | 177.90 | 152.75 | 154.84 | 93.99 |
| 16. VLF - Cost | 4.19 | 4.95 | 3.97 | 3.86 | 3.99 | 4.70 | 4.03 | 4.09 | 2.48 |
| Q14-16. Total Raised | 553.72 | 660.47 | 534.26 | 487.24 | 502.28 | 633.82 | 537.06 | 526.15 | 305.78 |
| Q14-16. Total Cost | 18.09 | 21.60 | 17.48 | 15.88 | 16.33 | 20.74 | 17.56 | 17.16 | 9.86 |
| Shortfall | 209.35 | 176.50 | 223.12 | 222.43 | 111.15 | 188.59 | 216.85 | 215.22 | 96.68 |
| % of Funding Raised | .87 | .94 | .80 | .77 | 4.10 | .87 | .83 | .93 | .52 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 55.38 | 56.00 | 57.33 | 62.71 | 53.86 | 56.04 | 57.96 | 67.92 |
| 34b. % of weekly trips: Carpooling | 24.85 | 23.52 | 25.46 | 25.19 | 22.71 | 23.54 | 25.61 | 24.77 | 25.39 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 11.62 | 9.97 | 9.15 | 3.74 | 12.22 | 10.42 | 8.49 | .18 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.27 | 1.08 | 1.14 | 1.41 | 1.39 | 1.00 | 1.19 | .32 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 6.69 | 5.14 | 5.43 | 6.65 | 7.14 | 4.86 | 5.66 | 3.05 |

Means

| | | 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | | | | 2. How would you rate the transportation system in your local area - that is in your city or town and the areas ... | | | |
|--|-----|---|-----------|-------------------|----------|---|-----------|-------------------|----------|
| | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | A/B=Above Average | C=Average | D/F=Below Average | Not sure |
| 34f. % of weekly trips: Traveling some other ... | All | 1.52 | 2.36 | 1.78 | 2.78 | 1.85 | 2.08 | 1.94 | 3.13 |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|-----------------|---------|------|------|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 1316 | 2878 | 2761 | 940 | 1290 | 3889 | 200 | 920 | 2973 | 196 |
| Row percent | | | 100% | 17% | 36% | 35% | 12% | 24% | 72% | 4% | 22% | 73% | 5% |
| Gender | Male | 3668 | 46% | 48% | 46% | 47% | 43% | 40% | 47% | 40% | 38% | 50% | 41% |
| | Female | 3985 | 50% | 50% | 51% | 49% | 55% | 58% | 48% | 58% | 60% | 45% | 53% |
| | NA | 244 | 3% | 3% | 3% | 4% | 3% | 2% | 4% | 2% | 3% | 5% | 6% |
| Age range | 18-34 | 1543 | 20% | 22% | 20% | 18% | 22% | 19% | 19% | 30% | 20% | 18% | 34% |
| | 35-54 | 2415 | 31% | 30% | 31% | 31% | 28% | 29% | 31% | 25% | 30% | 32% | 26% |
| | 55+ | 3390 | 43% | 42% | 43% | 44% | 42% | 47% | 41% | 39% | 42% | 41% | 34% |
| | NA | 549 | 7% | 6% | 7% | 7% | 7% | 5% | 9% | 5% | 7% | 9% | 6% |
| Gender by Age | M <35 | 596 | 8% | 10% | 6% | 7% | 11% | 7% | 7% | 17% | 5% | 7% | 16% |
| | F <35 | 910 | 12% | 11% | 13% | 10% | 11% | 12% | 12% | 14% | 15% | 11% | 15% |
| | M 35-54 | 1069 | 14% | 13% | 14% | 15% | 10% | 10% | 14% | 10% | 11% | 15% | 13% |
| | F 35-54 | 1312 | 17% | 17% | 17% | 16% | 18% | 19% | 16% | 14% | 19% | 15% | 13% |
| | M 55+ | 1821 | 23% | 22% | 24% | 24% | 20% | 22% | 24% | 13% | 20% | 25% | 11% |
| | F 55+ | 1541 | 20% | 19% | 18% | 20% | 22% | 24% | 17% | 26% | 22% | 16% | 22% |
| | NA | 647 | 8% | 7% | 8% | 9% | 8% | 6% | 10% | 6% | 8% | 11% | 10% |
| Ethnicity | White | 5978 | 79% | 82% | 79% | 79% | 80% | 83% | 75% | 74% | 81% | 73% | 78% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|--------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| HH Income | Non-white | 654 | 9% | 9% | 9% | 8% | 9% | 10% | 8% | 12% | 8% | 8% | 10% |
| | Refused | 900 | 12% | 9% | 13% | 13% | 11% | 7% | 17% | 14% | 11% | 19% | 12% |
| | <\$50K | 1869 | 25% | 22% | 24% | 27% | 24% | 26% | 28% | 24% | 27% | 28% | 25% |
| | \$50K+ | 4318 | 57% | 61% | 59% | 53% | 54% | 59% | 50% | 53% | 56% | 49% | 50% |
| | Ref inc | 1406 | 19% | 17% | 17% | 20% | 23% | 15% | 22% | 23% | 16% | 23% | 25% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 60% | 58% | 53% | 61% | 58% | 56% | 65% | 63% | 54% | 62% |
| | 10K+ miles | 3236 | 41% | 38% | 40% | 45% | 35% | 40% | 42% | 30% | 36% | 44% | 35% |
| | Not sure | 174 | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 5% | 2% | 3% | 4% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 37% | 30% | 25% | 32% | 30% | 25% | 31% | 26% | 24% | 40% |
| | Suburban | 2456 | 31% | 32% | 34% | 26% | 34% | 31% | 32% | 36% | 36% | 31% | 26% |
| | Rural | 3094 | 39% | 30% | 36% | 49% | 34% | 40% | 44% | 33% | 38% | 45% | 34% |
| Education | Did not graduate college | 3030 | 42% | 33% | 42% | 48% | 36% | 40% | 52% | 35% | 43% | 53% | 49% |
| | Graduated college' | 4182 | 58% | 67% | 58% | 52% | 64% | 60% | 48% | 65% | 57% | 47% | 51% |
| What county in | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% |

| | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | % | % | % | % | % | % | % | % | % | % |
| Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| Benton | 223 | 3% | 3% | 4% | 3% | 2% | 2% | 4% | 1% | 3% | 4% | 1% |
| Chelan | 94 | 1% | 1% | 1% | 1% | 0% | 1% | 2% | 1% | 1% | 1% | 10% |
| Clallam | 44 | 1% | 0% | 0% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 0% |
| Clark | 495 | 6% | 6% | 7% | 5% | 6% | 7% | 8% | 4% | 7% | 9% | 4% |
| Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Cowlitz | 124 | 2% | 1% | 1% | 2% | 2% | 1% | 2% | 0% | 2% | 2% | 0% |
| Douglas | 52 | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Franklin | 65 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 0% |
| Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Grant | 81 | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 0% | 1% | 2% | 1% |
| Grays Harbor | 69 | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| Island | 126 | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 3% | 2% | 1% | 2% |
| Jefferson | 47 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 0% | 0% | 1% | 0% |
| King | 2702 | 35% | 48% | 35% | 26% | 40% | 36% | 27% | 45% | 34% | 25% | 39% |
| Kitsap | 356 | 5% | 4% | 5% | 5% | 4% | 4% | 4% | 6% | 5% | 3% | 3% |
| Kittitas | 67 | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 0% | 1% | 2% |
| Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 1% |
| Lewis | 82 | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 0% | 2% | 1% | 0% |
| Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% |
| Mason | 30 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Okanogan | 36 | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 1% | 0% | 2% |
| Pacific | 19 | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% |
| Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Pierce | 647 | 8% | 5% | 9% | 10% | 8% | 8% | 9% | 13% | 6% | 10% | 14% |
| San Juan | 91 | 1% | 0% | 1% | 2% | 1% | 2% | 1% | 1% | 1% | 1% | 1% |
| Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Snohomish | 662 | 8% | 8% | 10% | 7% | 11% | 6% | 10% | 6% | 10% | 11% | 3% |
| Spokane | 541 | 7% | 2% | 5% | 13% | 4% | 8% | 8% | 4% | 7% | 8% | 6% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--------------------------------|----------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| RTPO | Stevens | 53 | 1% | 0% | 0% | 1% | 1% | 0% | 1% | 0% | 1% | 1% | 1% |
| | Thurston | 295 | 4% | 5% | 5% | 2% | 3% | 5% | 3% | 6% | 3% | 3% | 5% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 0% |
| | Whatcom | 233 | 3% | 3% | 3% | 2% | 5% | 2% | 3% | 2% | 2% | 3% | 3% |
| | Whitman | 62 | 1% | 1% | 0% | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Yakima | 277 | 4% | 2% | 3% | 6% | 2% | 5% | 4% | 3% | 4% | 4% | 1% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | BFWW | 364 | 5% | 5% | 5% | 5% | 3% | 4% | 6% | 2% | 5% | 6% | 1% |
| | NE WA | 68 | 1% | 0% | 0% | 1% | 1% | 1% | 1% | 0% | 1% | 2% | 1% |
| | N. Central | 183 | 2% | 3% | 3% | 3% | 0% | 2% | 3% | 2% | 3% | 2% | 12% |
| | Palouse | 95 | 1% | 1% | 1% | 1% | 3% | 1% | 1% | 1% | 1% | 2% | 0% |
| | Peninsula | 477 | 6% | 6% | 6% | 7% | 6% | 6% | 5% | 7% | 7% | 5% | 3% |
| | PSRC | 4011 | 51% | 60% | 53% | 43% | 59% | 50% | 47% | 64% | 50% | 46% | 56% |
| | QuadCo | 183 | 2% | 2% | 2% | 3% | 1% | 2% | 3% | 2% | 1% | 3% | 3% |
| | Skagit/Isi | 239 | 3% | 2% | 3% | 4% | 3% | 4% | 3% | 4% | 3% | 2% | 3% |
| | Spokane | 541 | 7% | 2% | 5% | 13% | 4% | 8% | 8% | 4% | 7% | 8% | 6% |
| | SW RTC | 528 | 7% | 7% | 8% | 6% | 7% | 7% | 9% | 5% | 7% | 9% | 5% |
| | SW RTPO | 305 | 4% | 2% | 4% | 5% | 3% | 3% | 5% | 0% | 5% | 5% | 1% |
| | Thurston | 295 | 4% | 5% | 5% | 2% | 3% | 5% | 3% | 6% | 3% | 3% | 5% |
| | Whatcom | 233 | 3% | 3% | 3% | 2% | 5% | 2% | 3% | 2% | 2% | 3% | 3% |
| | Yakima | 277 | 4% | 2% | 3% | 6% | 2% | 5% | 4% | 3% | 4% | 4% | 1% |
| 1. To start, using A Excellent | | 179 | 2% | 8% | 1% | 0% | 2% | 2% | 2% | 3% | 2% | 3% | 3% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|-------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | B Above Average | 1875 | 24% | 42% | 27% | 12% | 22% | 30% | 18% | 27% | 23% | 17% | 21% |
| | C Average | 3566 | 45% | 39% | 51% | 44% | 40% | 47% | 46% | 37% | 48% | 45% | 41% |
| | D Below Average | 1637 | 21% | 8% | 17% | 30% | 23% | 16% | 23% | 24% | 21% | 23% | 25% |
| | F Failing | 538 | 7% | 1% | 3% | 13% | 7% | 4% | 9% | 8% | 5% | 11% | 8% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 5% | 1% | 2% | 2% | 1% | 2% | 2% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 51% | 29% | 12% | 24% | 32% | 21% | 29% | 25% | 20% | 24% |
| | C=Average | 3566 | 45% | 39% | 51% | 44% | 40% | 47% | 46% | 37% | 48% | 45% | 41% |
| | D/F=Below Average | 2175 | 28% | 10% | 20% | 43% | 30% | 20% | 32% | 32% | 26% | 34% | 33% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 5% | 1% | 2% | 2% | 1% | 2% | 2% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 10% | 1% | 1% | 3% | 2% | 3% | 3% | 2% | 3% | 4% |
| | B Above Average | 1560 | 20% | 41% | 20% | 8% | 21% | 23% | 17% | 19% | 17% | 16% | 24% |
| | C Average | 3298 | 42% | 37% | 53% | 34% | 38% | 44% | 42% | 37% | 41% | 43% | 31% |
| | D Below Average | 2058 | 26% | 10% | 22% | 38% | 25% | 24% | 26% | 28% | 32% | 25% | 29% |
| | F Failing | 733 | 9% | 2% | 3% | 19% | 10% | 7% | 11% | 12% | 7% | 13% | 11% |
| | Not sure | 39 | 0% | 0% | 0% | 0% | 3% | 0% | 1% | 1% | 0% | 1% | 1% |
| 2. How would you | A/B=Above | 1768 | 22% | 51% | 22% | 9% | 24% | 25% | 19% | 22% | 19% | 19% | 28% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|-------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | C=Average | 3298 | 42% | 37% | 53% | 34% | 38% | 44% | 42% | 37% | 41% | 43% | 31% |
| | D/F=Below Average | 2791 | 35% | 12% | 25% | 57% | 35% | 31% | 38% | 40% | 39% | 37% | 40% |
| | Not sure | 39 | 0% | 0% | 0% | 0% | 3% | 0% | 1% | 1% | 0% | 1% | 1% |
| | A Excellent | 210 | 3% | 16% | 0% | 0% | 0% | 2% | 2% | 1% | 2% | 3% | 0% |
| | B Above Average | 1105 | 14% | 84% | 0% | 0% | 0% | 17% | 10% | 15% | 14% | 8% | 12% |
| | C Average | 2878 | 36% | 0% | 100% | 0% | 0% | 42% | 35% | 32% | 37% | 34% | 37% |
| | D Below Average | 1874 | 24% | 0% | 0% | 68% | 0% | 22% | 25% | 19% | 24% | 25% | 17% |
| | F Failing | 888 | 11% | 0% | 0% | 32% | 0% | 7% | 15% | 10% | 10% | 17% | 13% |
| | Not sure | 940 | 12% | 0% | 0% | 0% | 100% | 10% | 13% | 22% | 13% | 13% | 21% |
| | | | | | | | | | | | | | |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 100% | 0% | 0% | 0% | 18% | 12% | 16% | 16% | 11% | 12% |
| | C=Average | 2878 | 36% | 0% | 100% | 0% | 0% | 42% | 35% | 32% | 37% | 34% | 37% |
| | D/F=Below Average | 2761 | 35% | 0% | 0% | 100% | 0% | 30% | 40% | 30% | 34% | 42% | 29% |
| | Not sure | 940 | 12% | 0% | 0% | 0% | 100% | 10% | 13% | 22% | 13% | 13% | 21% |
| 4. | Strongly Agree | 2302 | 29% | 38% | 28% | 28% | 22% | 28% | 9% | 22% | 19% | 6% | 15% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|-------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Somewhat Agree | 2581 | 33% | 34% | 37% | 28% | 32% | 53% | 25% | 43% | 50% | 19% | 29% |
| | Somewhat Disagree | 1360 | 17% | 14% | 18% | 19% | 16% | 12% | 29% | 7% | 22% | 30% | 26% |
| | Strongly Disagree | 1284 | 16% | 11% | 13% | 22% | 15% | 1% | 32% | 3% | 4% | 40% | 5% |
| | Not sure | 370 | 5% | 3% | 3% | 3% | 15% | 5% | 5% | 25% | 6% | 5% | 24% |
| | Agree | 4882 | 62% | 72% | 65% | 56% | 54% | 81% | 34% | 65% | 68% | 25% | 44% |
| | Disagree | 2644 | 33% | 25% | 32% | 41% | 31% | 13% | 61% | 10% | 26% | 70% | 31% |
| | Not sure | 370 | 5% | 3% | 3% | 3% | 15% | 5% | 5% | 25% | 6% | 5% | 24% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 28% | 18% | 16% | 15% | 10% | 2% | 3% | 5% | 1% | 2% |
| | Somewhat Support | 2526 | 32% | 38% | 35% | 26% | 33% | 58% | 15% | 46% | 44% | 7% | 28% |
| | Somewhat Oppose | 1331 | 17% | 12% | 18% | 18% | 17% | 20% | 25% | 13% | 32% | 22% | 22% |
| | Strongly Oppose | 2293 | 29% | 19% | 27% | 37% | 27% | 5% | 56% | 4% | 14% | 68% | 20% |
| | Not sure | 271 | 3% | 2% | 3% | 3% | 7% | 6% | 2% | 34% | 5% | 2% | 28% |
| 5. | Support | 4002 | 51% | 67% | 53% | 42% | 49% | 68% | 16% | 49% | 49% | 7% | 30% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Oppose | 3624 | 46% | 31% | 44% | 55% | 44% | 25% | 81% | 17% | 46% | 90% | 42% |
| | Not sure | 271 | 3% | 2% | 3% | 3% | 7% | 6% | 2% | 34% | 5% | 2% | 28% |
| | Strongly Support | 868 | 11% | 15% | 10% | 11% | 8% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Support | 1651 | 21% | 29% | 22% | 16% | 21% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Oppose | 1514 | 19% | 20% | 22% | 17% | 17% | 70% | 15% | 15% | 33% | 9% | 14% |
| | Strongly Oppose | 3585 | 45% | 33% | 42% | 54% | 48% | 20% | 85% | 16% | 62% | 90% | 36% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Not sure | 280 | 4% | 3% | 4% | 2% | 6% | 10% | 0% | 69% | 5% | 0% | 50% |
| | Support | 2519 | 32% | 44% | 32% | 28% | 29% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Oppose | 5098 | 65% | 53% | 64% | 70% | 66% | 90% | 100% | 31% | 95% | 100% | 50% |
| | Not sure | 280 | 4% | 3% | 4% | 2% | 6% | 10% | 0% | 69% | 5% | 0% | 50% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 3% | 3% | 2% | 2% | 9% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Support | 1173 | 22% | 29% | 25% | 18% | 17% | 91% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Oppose | 1329 | 25% | 27% | 26% | 22% | 28% | 0% | 34% | 0% | 77% | 19% | 25% |
| | Strongly Oppose | 2561 | 48% | 37% | 44% | 56% | 46% | 0% | 66% | 0% | 16% | 81% | 10% |
| | Not sure | 200 | 4% | 4% | 3% | 3% | 7% | 0% | 0% | 100% | 8% | 0% | 65% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Support | 1290 | 24% | 32% | 28% | 19% | 19% | 100% | 0% | 0% | 0% | 0% | 0% |
| | Oppose | 3889 | 72% | 64% | 69% | 78% | 74% | 0% | 100% | 0% | 92% | 100% | 35% |
| | Not sure | 200 | 4% | 4% | 3% | 3% | 7% | 0% | 0% | 100% | 8% | 0% | 65% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Strongly Support | 66 | 2% | 3% | 1% | 1% | 2% | 0% | 2% | 3% | 7% | 0% | 0% |
| | Somewhat Support | 854 | 21% | 27% | 22% | 18% | 20% | 0% | 20% | 32% | 93% | 0% | 0% |
| | Somewhat Oppose | 927 | 23% | 21% | 24% | 21% | 25% | 0% | 24% | 1% | 0% | 31% | 0% |
| | Strongly Oppose | 2046 | 50% | 44% | 47% | 56% | 45% | 0% | 53% | 0% | 0% | 69% | 0% |
| | Not sure | 196 | 5% | 5% | 5% | 4% | 8% | 0% | 2% | 64% | 0% | 0% | 100% |
| 8. | Support | 920 | 22% | 29% | 24% | 19% | 23% | 0% | 22% | 35% | 100% | 0% | 0% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|----------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | Oppose | 2973 | 73% | 66% | 71% | 77% | 70% | 0% | 76% | 1% | 0% | 100% | 0% |
| | Not sure | 196 | 5% | 5% | 5% | 4% | 8% | 0% | 2% | 64% | 0% | 0% | 100% |
| 9. Final: % of need funded: Preservation/maintenance of existing transportation system | 0-9 | 1758 | 22% | 13% | 20% | 28% | 25% | 9% | 40% | 14% | 16% | 47% | 19% |
| | 10-19 | 564 | 7% | 5% | 8% | 7% | 6% | 7% | 10% | 8% | 12% | 10% | 10% |
| | 20-29 | 830 | 11% | 9% | 11% | 11% | 11% | 13% | 13% | 14% | 18% | 11% | 11% |
| | 30-39 | 529 | 7% | 8% | 7% | 6% | 8% | 13% | 6% | 7% | 10% | 5% | 8% |
| | 40-49 | 494 | 6% | 7% | 6% | 6% | 5% | 10% | 5% | 8% | 9% | 4% | 4% |
| | 50-59 | 1055 | 13% | 15% | 13% | 12% | 16% | 17% | 10% | 23% | 13% | 9% | 18% |
| | 60-69 | 332 | 4% | 5% | 4% | 4% | 3% | 7% | 2% | 3% | 4% | 2% | 2% |
| | 70-79 | 467 | 6% | 6% | 7% | 4% | 6% | 7% | 3% | 4% | 4% | 3% | 4% |
| | 80-89 | 232 | 3% | 3% | 3% | 3% | 2% | 3% | 1% | 3% | 2% | 1% | 1% |
| | 90-100 | 1636 | 21% | 28% | 21% | 18% | 18% | 14% | 9% | 16% | 11% | 8% | 23% |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 37% | 42% | 49% | 50% | 31% | 60% | 45% | 41% | 65% | 56% |
| | 10-19 | 909 | 12% | 10% | 13% | 11% | 10% | 18% | 10% | 13% | 16% | 9% | 13% |
| | 20-29 | 947 | 12% | 10% | 13% | 11% | 12% | 17% | 10% | 12% | 15% | 8% | 11% |
| | 30-39 | 503 | 6% | 8% | 7% | 6% | 5% | 9% | 5% | 7% | 7% | 4% | 5% |
| | 40-49 | 318 | 4% | 5% | 4% | 4% | 4% | 4% | 3% | 5% | 4% | 2% | 4% |
| | 50-59 | 672 | 9% | 11% | 8% | 8% | 6% | 10% | 5% | 11% | 7% | 5% | 7% |
| | 60-69 | 170 | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 0% | 2% | 1% | 0% |
| | 70-79 | 208 | 3% | 3% | 3% | 2% | 3% | 4% | 2% | 1% | 3% | 1% | 1% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 10% | 7% | 6% | 7% | 3% | 4% | 5% | 4% | 4% | 3% |
| 11. Final: % of | 0-9 | 3099 | 39% | 28% | 39% | 45% | 37% | 24% | 64% | 26% | 36% | 71% | 42% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|-----------------|--|------|------|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | 10-19 | 589 | 7% | 8% | 7% | 8% | 7% | 12% | 8% | 9% | 14% | 6% | 7% |
| | 20-29 | 592 | 7% | 8% | 8% | 7% | 6% | 12% | 7% | 7% | 10% | 5% | 9% |
| | 30-39 | 359 | 5% | 4% | 5% | 4% | 5% | 6% | 3% | 5% | 5% | 3% | 4% |
| | 40-49 | 299 | 4% | 5% | 4% | 3% | 4% | 5% | 3% | 4% | 4% | 3% | 3% |
| | 50-59 | 624 | 8% | 8% | 9% | 6% | 10% | 11% | 5% | 14% | 11% | 4% | 6% |
| | 60-69 | 180 | 2% | 3% | 2% | 2% | 2% | 3% | 2% | 3% | 4% | 1% | 1% |
| | 70-79 | 300 | 4% | 4% | 4% | 3% | 3% | 5% | 2% | 3% | 4% | 1% | 3% |
| | 80-89 | 177 | 2% | 2% | 3% | 2% | 2% | 3% | 1% | 3% | 2% | 1% | 2% |
| | 90-100 | 1676 | 21% | 30% | 19% | 18% | 25% | 19% | 5% | 28% | 10% | 4% | 23% |
| | 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 43% | 51% | 59% | 49% | 46% | 74% | 33% | 52% | 80% |
| | 10-19 | 636 | 8% | 9% | 9% | 6% | 8% | 11% | 7% | 8% | 12% | 5% | 14% |
| | 20-29 | 486 | 6% | 6% | 7% | 5% | 6% | 8% | 4% | 13% | 8% | 3% | 9% |
| | 30-39 | 210 | 3% | 3% | 2% | 3% | 2% | 4% | 2% | 3% | 3% | 2% | 3% |
| | 40-49 | 151 | 2% | 2% | 2% | 2% | 2% | 2% | 1% | 8% | 2% | 1% | 8% |
| | 50-59 | 369 | 5% | 6% | 4% | 5% | 3% | 5% | 2% | 7% | 5% | 2% | 5% |
| | 60-69 | 93 | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 1% |
| | 70-79 | 126 | 2% | 2% | 2% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 0% |
| | 80-89 | 85 | 1% | 2% | 1% | 1% | 1% | 2% | 1% | 0% | 1% | 0% | 1% |
| | 90-100 | 1602 | 20% | 26% | 19% | 16% | 27% | 19% | 7% | 25% | 14% | 5% | 24% |
| 13. Final: % of | 0-9 | 3568 | 45% | 34% | 44% | 53% | 43% | 37% | 67% | 40% | 46% | 72% | 51% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|--|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | 10-19 | 838 | 11% | 11% | 12% | 9% | 13% | 14% | 11% | 13% | 17% | 9% | 8% |
| | 20-29 | 702 | 9% | 10% | 10% | 8% | 9% | 12% | 6% | 7% | 9% | 5% | 11% |
| | 30-39 | 375 | 5% | 4% | 5% | 5% | 4% | 6% | 4% | 6% | 8% | 2% | 4% |
| | 40-49 | 243 | 3% | 4% | 3% | 2% | 4% | 5% | 2% | 5% | 2% | 2% | 2% |
| | 50-59 | 633 | 8% | 10% | 8% | 6% | 8% | 9% | 4% | 10% | 5% | 3% | 13% |
| | 60-69 | 141 | 2% | 2% | 2% | 1% | 3% | 2% | 1% | 1% | 2% | 1% | 1% |
| | 70-79 | 224 | 3% | 4% | 3% | 2% | 2% | 3% | 1% | 5% | 3% | 1% | 2% |
| | 80-89 | 93 | 1% | 2% | 1% | 1% | 0% | 1% | 0% | 4% | 1% | 0% | 1% |
| | 90-100 | 1080 | 14% | 19% | 12% | 13% | 13% | 11% | 5% | 9% | 8% | 4% | 6% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 25% | 28% | 20% | 23% | 40% | 18% | 23% | 32% | 13% | 19% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 18% | 14% | 11% | 16% | 17% | 5% | 15% | 11% | 4% | 9% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 23% | 15% | 11% | 17% | 10% | 4% | 23% | 9% | 3% | 18% |
| | No Gas Tax increase | 3725 | 47% | 34% | 44% | 58% | 44% | 33% | 74% | 39% | 48% | 80% | 55% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 66% | 56% | 42% | 56% | 67% | 26% | 61% | 52% | 20% | 45% |
| | No Increase | 3725 | 47% | 34% | 44% | 58% | 44% | 33% | 74% | 39% | 48% | 80% | 55% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|--|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 19% | 15% | 11% | 13% | 18% | 4% | 10% | 11% | 3% | 7% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 18% | 11% | 12% | 13% | 8% | 3% | 14% | 5% | 2% | 12% |
| | No State MVET | 3816 | 48% | 39% | 46% | 54% | 50% | 34% | 74% | 44% | 47% | 82% | 50% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 61% | 54% | 46% | 50% | 66% | 26% | 56% | 53% | 18% | 50% |
| | No Increase | 3816 | 48% | 39% | 46% | 54% | 50% | 34% | 74% | 44% | 47% | 82% | 50% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 36% | 34% | 30% | 33% | 48% | 23% | 37% | 45% | 17% | 29% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 21% | 15% | 12% | 16% | 17% | 5% | 17% | 11% | 4% | 10% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 10% | 6% | 6% | 6% | 4% | 2% | 4% | 3% | 1% | 4% |
| | No VLF increase | 3576 | 45% | 33% | 44% | 52% | 46% | 31% | 70% | 42% | 41% | 78% | 57% |
| 16. Final: Tax/fee | Increase | 4321 | 55% | 67% | 56% | 48% | 54% | 69% | 30% | 58% | 59% | 22% | 43% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|-------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | No Increase | 3576 | 45% | 33% | 44% | 52% | 46% | 31% | 70% | 42% | 41% | 78% | 57% |
| | Strongly Agree | 1985 | 25% | 35% | 24% | 22% | 22% | 25% | 6% | 19% | 14% | 4% | 12% |
| | Somewhat Agree | 3163 | 40% | 41% | 44% | 35% | 41% | 62% | 33% | 46% | 60% | 25% | 39% |
| | Somewhat Disagree | 1069 | 14% | 10% | 14% | 15% | 12% | 8% | 23% | 7% | 17% | 23% | 18% |
| | Strongly Disagree | 1457 | 18% | 12% | 16% | 25% | 17% | 2% | 36% | 5% | 6% | 45% | 10% |
| | Not Sure | 223 | 3% | 1% | 2% | 3% | 7% | 3% | 3% | 24% | 3% | 3% | 21% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 76% | 68% | 58% | 63% | 87% | 39% | 65% | 74% | 29% | 52% |
| | Disagree | 2526 | 32% | 22% | 30% | 40% | 29% | 10% | 58% | 12% | 23% | 68% | 28% |
| | Not sure | 223 | 3% | 1% | 2% | 3% | 7% | 3% | 3% | 24% | 3% | 3% | 21% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|--|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 54% | 52% | 51% | 41% | 54% | 40% | 46% | 50% | 37% | 43% |
| | No not aware of funding shortfall | 2251 | 29% | 33% | 29% | 22% | 39% | 40% | 21% | 42% | 36% | 18% | 31% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 13% | 19% | 27% | 20% | 6% | 39% | 12% | 14% | 45% | 25% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 8% | 4% | 4% | 4% | 3% | 1% | 3% | 2% | 1% | 2% |
| | Probably | 1548 | 20% | 22% | 21% | 17% | 21% | 25% | 9% | 19% | 19% | 6% | 13% |
| | Probably Not | 1694 | 21% | 25% | 23% | 18% | 21% | 29% | 15% | 21% | 24% | 12% | 27% |
| | Definitely Not | 3937 | 50% | 40% | 48% | 58% | 46% | 36% | 72% | 38% | 50% | 78% | 40% |
| | Not Sure | 343 | 4% | 5% | 5% | 2% | 8% | 6% | 3% | 20% | 6% | 2% | 17% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely/Probably | 1924 | 24% | 30% | 24% | 21% | 25% | 28% | 10% | 22% | 21% | 7% | 15% |
| | Definitely/Probably NOT | 5630 | 71% | 65% | 70% | 77% | 67% | 65% | 87% | 58% | 74% | 90% | 68% |
| | Not sure | 343 | 4% | 5% | 5% | 2% | 8% | 6% | 3% | 20% | 6% | 2% | 17% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|-------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 41% | 29% | 24% | 34% | 33% | 15% | 29% | 28% | 12% | 22% |
| | Probably | 2615 | 33% | 30% | 36% | 33% | 30% | 40% | 31% | 37% | 41% | 29% | 36% |
| | Probably Not | 1051 | 13% | 10% | 15% | 14% | 12% | 14% | 15% | 10% | 15% | 15% | 17% |
| | Definitely Not | 1685 | 21% | 17% | 18% | 27% | 20% | 10% | 36% | 11% | 14% | 42% | 17% |
| | Not Sure | 187 | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 14% | 3% | 3% | 9% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 71% | 65% | 57% | 64% | 74% | 47% | 66% | 68% | 40% | 58% |
| | Definitely/Probably NOT | 2736 | 35% | 27% | 33% | 41% | 32% | 24% | 51% | 20% | 29% | 57% | 33% |
| | Not sure | 187 | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 14% | 3% | 3% | 9% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 20% | 15% | 13% | 16% | 15% | 9% | 10% | 14% | 7% | 12% |
| | Probably | 1877 | 24% | 27% | 25% | 21% | 22% | 28% | 17% | 40% | 28% | 14% | 27% |
| | Probably Not | 1478 | 19% | 19% | 22% | 16% | 18% | 24% | 16% | 12% | 21% | 15% | 10% |
| | Definitely Not | 2942 | 37% | 29% | 34% | 45% | 36% | 27% | 54% | 28% | 32% | 60% | 44% |
| | Not Sure | 379 | 5% | 4% | 5% | 4% | 8% | 6% | 4% | 10% | 5% | 4% | 6% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|-------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | Definitely/Probably NOT | 4420 | 56% | 48% | 55% | 61% | 54% | 50% | 70% | 40% | 52% | 75% | 54% |
| | Not sure | 379 | 5% | 4% | 5% | 4% | 8% | 6% | 4% | 10% | 5% | 4% | 6% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 15% | 9% | 9% | 12% | 7% | 3% | 11% | 5% | 2% | 9% |
| | Probably | 1662 | 21% | 24% | 24% | 16% | 22% | 28% | 11% | 26% | 23% | 8% | 20% |
| | Probably Not | 1423 | 18% | 19% | 19% | 17% | 18% | 24% | 15% | 18% | 24% | 12% | 13% |
| | Definitely Not | 3745 | 47% | 38% | 45% | 56% | 42% | 38% | 69% | 34% | 44% | 76% | 50% |
| | Not Sure | 242 | 3% | 3% | 3% | 2% | 7% | 4% | 2% | 11% | 3% | 2% | 9% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 39% | 33% | 25% | 34% | 35% | 14% | 37% | 28% | 10% | 29% |
| | Definitely/Probably NOT | 5168 | 65% | 58% | 64% | 73% | 59% | 61% | 84% | 52% | 68% | 88% | 62% |
| | Not sure | 242 | 3% | 3% | 3% | 2% | 7% | 4% | 2% | 11% | 3% | 2% | 9% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 21% | 20% | 18% | 17% | 20% | 12% | 18% | 16% | 10% | 14% |
| | Probably | 2781 | 35% | 39% | 36% | 33% | 33% | 45% | 29% | 30% | 38% | 25% | 38% |
| | Probably Not | 1117 | 14% | 14% | 13% | 14% | 16% | 16% | 14% | 15% | 18% | 13% | 16% |
| | Definitely Not | 2185 | 28% | 22% | 27% | 31% | 27% | 14% | 42% | 19% | 24% | 48% | 20% |
| | Not Sure | 309 | 4% | 3% | 4% | 3% | 7% | 5% | 3% | 18% | 5% | 4% | 12% |
| 24. Good way to | Definitely/Proba | 4286 | 54% | 61% | 56% | 51% | 50% | 65% | 40% | 48% | 54% | 36% | 52% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|-------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | Definitely/Probably NOT | 3302 | 42% | 36% | 40% | 46% | 43% | 30% | 56% | 34% | 41% | 61% | 37% |
| | Not sure | 309 | 4% | 3% | 4% | 3% | 7% | 5% | 3% | 18% | 5% | 4% | 12% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 16% | 17% | 21% | 13% | 18% | 18% | 11% | 19% | 18% | 13% |
| | Probably | 1667 | 21% | 20% | 22% | 21% | 20% | 26% | 20% | 18% | 26% | 18% | 13% |
| | Probably Not | 1478 | 19% | 20% | 20% | 18% | 16% | 20% | 15% | 16% | 19% | 13% | 14% |
| | Definitely Not | 3012 | 38% | 40% | 35% | 38% | 45% | 30% | 43% | 41% | 32% | 47% | 41% |
| | Not Sure | 361 | 5% | 3% | 5% | 3% | 7% | 6% | 4% | 13% | 5% | 3% | 19% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 36% | 39% | 41% | 33% | 44% | 38% | 29% | 45% | 37% | 26% |
| | Definitely/Probably NOT | 4489 | 57% | 60% | 56% | 55% | 60% | 50% | 58% | 58% | 50% | 60% | 55% |
| | Not sure | 361 | 5% | 3% | 5% | 3% | 7% | 6% | 4% | 13% | 5% | 3% | 19% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Somewhat Support | 3129 | 40% | 43% | 42% | 37% | 37% | 50% | 34% | 46% | 46% | 30% | 47% |
| | Somewhat Oppose | 1152 | 15% | 11% | 14% | 16% | 17% | 14% | 16% | 17% | 16% | 16% | 16% |
| | Strongly Oppose | 1803 | 23% | 18% | 22% | 26% | 22% | 12% | 35% | 14% | 17% | 41% | 14% |
| | Not sure | 153 | 2% | 2% | 2% | 2% | 4% | 3% | 2% | 7% | 2% | 2% | 6% |
| | Support | 4789 | 61% | 69% | 62% | 57% | 57% | 72% | 46% | 61% | 64% | 41% | 64% |
| | Oppose | 2955 | 37% | 30% | 36% | 42% | 39% | 26% | 52% | 31% | 34% | 57% | 30% |
| | Not sure | 153 | 2% | 2% | 2% | 2% | 4% | 3% | 2% | 7% | 2% | 2% | 6% |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
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| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 23% | 18% | 16% | 17% | 18% | 10% | 18% | 16% | 8% | 18% |
| | Somewhat Support | 3157 | 40% | 43% | 41% | 38% | 40% | 51% | 34% | 45% | 47% | 30% | 44% |
| | Somewhat Oppose | 1356 | 17% | 14% | 17% | 18% | 19% | 18% | 18% | 16% | 19% | 18% | 17% |
| | Strongly Oppose | 1828 | 23% | 19% | 22% | 27% | 21% | 12% | 36% | 15% | 17% | 42% | 16% |
| | Not sure | 130 | 2% | 1% | 2% | 1% | 3% | 1% | 2% | 6% | 2% | 2% | 5% |
| 27. | Support | 4583 | 58% | 66% | 59% | 54% | 57% | 69% | 44% | 63% | 63% | 38% | 62% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|-------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Oppose | 3183 | 40% | 32% | 40% | 45% | 40% | 30% | 54% | 31% | 36% | 60% | 33% |
| | Not sure | 130 | 2% | 1% | 2% | 1% | 3% | 1% | 2% | 6% | 2% | 2% | 5% |
| | Strongly Support | 1136 | 14% | 17% | 14% | 14% | 13% | 12% | 8% | 12% | 13% | 7% | 11% |
| | Somewhat Support | 2466 | 31% | 34% | 33% | 30% | 26% | 41% | 24% | 31% | 35% | 22% | 23% |
| | Somewhat Oppose | 1501 | 19% | 19% | 19% | 18% | 20% | 21% | 19% | 17% | 24% | 18% | 21% |
| | Strongly Oppose | 2401 | 30% | 27% | 29% | 34% | 31% | 21% | 43% | 29% | 24% | 49% | 26% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Not sure | 392 | 5% | 3% | 5% | 4% | 10% | 6% | 5% | 12% | 4% | 4% | 18% |
| | Support | 3603 | 46% | 51% | 47% | 44% | 39% | 52% | 33% | 43% | 48% | 29% | 35% |
| | Oppose | 3902 | 49% | 46% | 48% | 52% | 51% | 42% | 63% | 45% | 48% | 67% | 47% |
| | Not sure | 392 | 5% | 3% | 5% | 4% | 10% | 6% | 5% | 12% | 4% | 4% | 18% |
| 29. Which of the | Specific Projects | 2841 | 36% | 33% | 36% | 38% | 35% | 27% | 47% | 41% | 36% | 51% | 43% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|---|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 43% | 39% | 34% | 41% | 47% | 27% | 39% | 40% | 24% | 35% |
| | Benefits all projects statewide | 1413 | 18% | 18% | 17% | 19% | 15% | 20% | 14% | 13% | 17% | 13% | 18% |
| | Not Sure | 637 | 8% | 6% | 8% | 9% | 9% | 6% | 11% | 6% | 7% | 12% | 5% |
| | Yes Toll money should be available for transit | 3206 | 41% | 50% | 40% | 37% | 41% | 52% | 24% | 46% | 38% | 19% | 44% |
| | No Toll money should not be available for transit | 3832 | 49% | 41% | 48% | 54% | 44% | 37% | 65% | 33% | 49% | 70% | 32% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Not Sure | 859 | 11% | 10% | 12% | 9% | 15% | 11% | 11% | 21% | 13% | 11% | 24% |
| | Strongly Support | 1176 | 15% | 15% | 13% | 18% | 11% | 16% | 15% | 11% | 18% | 14% | 11% |
| | Somewhat Support | 1710 | 22% | 19% | 24% | 22% | 17% | 26% | 20% | 16% | 23% | 19% | 17% |
| | Somewhat Oppose | 1388 | 18% | 22% | 19% | 15% | 16% | 21% | 15% | 14% | 19% | 14% | 9% |
| | Strongly Oppose | 3230 | 41% | 39% | 39% | 41% | 48% | 32% | 46% | 46% | 37% | 49% | 44% |
| 31. | Not sure | 392 | 5% | 5% | 5% | 4% | 8% | 5% | 4% | 13% | 3% | 4% | 19% |
| | Support | 2887 | 37% | 34% | 37% | 40% | 28% | 42% | 35% | 27% | 40% | 33% | 27% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|---|------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Oppose | 4618 | 58% | 61% | 57% | 56% | 64% | 53% | 61% | 60% | 56% | 63% | 53% |
| | Not sure | 392 | 5% | 5% | 5% | 4% | 8% | 5% | 4% | 13% | 3% | 4% | 19% |
| | Strongly Support | 38 | 1% | 2% | 1% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 0% |
| | Somewhat Support | 515 | 10% | 12% | 11% | 9% | 11% | 15% | 7% | 4% | 9% | 7% | 1% |
| | Somewhat Oppose | 1259 | 25% | 30% | 27% | 23% | 18% | 29% | 21% | 17% | 30% | 18% | 27% |
| | Strongly Oppose | 2909 | 58% | 50% | 55% | 64% | 61% | 47% | 67% | 61% | 55% | 70% | 57% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Not sure | 288 | 6% | 6% | 6% | 4% | 9% | 9% | 5% | 18% | 5% | 5% | 15% |
| | Support | 553 | 11% | 14% | 11% | 9% | 12% | 16% | 8% | 4% | 10% | 7% | 1% |
| | Oppose | 4169 | 83% | 80% | 83% | 87% | 79% | 75% | 88% | 78% | 85% | 88% | 84% |
| | Not sure | 288 | 6% | 6% | 6% | 4% | 9% | 9% | 5% | 18% | 5% | 5% | 15% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|-------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? % of weekly trips: Driving alone in your vehicle | Somewhat Support | 936 | 21% | 25% | 24% | 18% | 14% | 28% | 17% | 15% | 26% | 14% | 23% |
| | Somewhat Oppose | 860 | 19% | 22% | 20% | 19% | 16% | 21% | 16% | 17% | 23% | 15% | 11% |
| | Strongly Oppose | 2360 | 53% | 46% | 50% | 57% | 59% | 41% | 61% | 52% | 43% | 66% | 52% |
| | Not sure | 209 | 5% | 4% | 4% | 4% | 10% | 6% | 4% | 14% | 4% | 4% | 11% |
| | Support | 1028 | 23% | 28% | 26% | 20% | 16% | 32% | 19% | 17% | 30% | 15% | 26% |
| | Oppose | 3220 | 72% | 68% | 70% | 76% | 75% | 62% | 77% | 69% | 66% | 81% | 63% |
| | Not sure | 209 | 5% | 4% | 4% | 4% | 10% | 6% | 4% | 14% | 4% | 4% | 11% |
| | Exclusively (100%) | 1029 | 13% | 10% | 13% | 15% | 13% | 14% | 15% | 7% | 14% | 15% | 10% |
| | Large majority (75-99%) | 2485 | 31% | 30% | 33% | 31% | 30% | 36% | 32% | 25% | 31% | 32% | 24% |
| | Mostly (50-74%) | 1566 | 20% | 20% | 19% | 21% | 20% | 17% | 21% | 21% | 19% | 22% | 21% |
| | Some (25-49%) | 806 | 10% | 11% | 10% | 10% | 12% | 9% | 10% | 15% | 11% | 10% | 12% |
| | Very little (1-24%) | 1404 | 18% | 21% | 19% | 16% | 16% | 18% | 16% | 18% | 18% | 15% | 15% |
| | None (0%) | 607 | 8% | 9% | 7% | 8% | 9% | 6% | 6% | 13% | 5% | 6% | 18% |
| Drive alone % | High Drive | 3514 | 44% | 40% | 46% | 46% | 43% | 50% | 47% | 32% | 46% | 47% | 34% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|-------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Carpooling or driving with someone else | Med. Drive alone | 2372 | 30% | 30% | 29% | 31% | 32% | 26% | 31% | 37% | 30% | 32% | 33% |
| | Low Drive alone | 2011 | 25% | 30% | 26% | 23% | 26% | 24% | 22% | 31% | 24% | 21% | 33% |
| | Exclusively (100%) | 138 | 2% | 1% | 2% | 2% | 2% | 1% | 2% | 3% | 1% | 3% | 2% |
| | Large majority (75-99%) | 732 | 9% | 8% | 9% | 10% | 8% | 9% | 11% | 6% | 10% | 11% | 5% |
| | Mostly (50-74%) | 954 | 12% | 10% | 12% | 13% | 12% | 9% | 15% | 14% | 10% | 16% | 14% |
| | Some (25-49%) | 1189 | 15% | 16% | 14% | 15% | 15% | 15% | 15% | 14% | 14% | 16% | 12% |
| | Very little (1-24%) | 2726 | 35% | 38% | 36% | 31% | 33% | 39% | 30% | 43% | 35% | 28% | 45% |
| | None (0%) | 2158 | 27% | 26% | 27% | 28% | 29% | 27% | 28% | 20% | 30% | 27% | 22% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 20% | 23% | 25% | 22% | 19% | 28% | 24% | 21% | 30% | 21% |
| | Low Carpool | 3915 | 50% | 54% | 51% | 47% | 49% | 54% | 44% | 57% | 48% | 43% | 57% |
| | No Carpool | 2158 | 27% | 26% | 27% | 28% | 29% | 27% | 28% | 20% | 30% | 27% | 22% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 9% | 6% | 4% | 6% | 8% | 4% | 6% | 7% | 3% | 4% |
| | Mostly (50-74%) | 360 | 5% | 6% | 5% | 3% | 5% | 5% | 3% | 7% | 6% | 2% | 4% |
| | Some (25-49%) | 297 | 4% | 4% | 3% | 4% | 3% | 4% | 2% | 6% | 2% | 2% | 6% |
| | Very little (1-24%) | 956 | 12% | 16% | 12% | 10% | 15% | 12% | 8% | 13% | 9% | 7% | 22% |
| | None (0%) | 5792 | 73% | 65% | 73% | 78% | 71% | 71% | 83% | 68% | 76% | 86% | 65% |
| Ride Transit % | High Transit | 852 | 11% | 15% | 12% | 8% | 11% | 13% | 6% | 13% | 13% | 5% | 8% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|-------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding a motorcycle | Low Transit | 1253 | 16% | 20% | 15% | 14% | 18% | 16% | 10% | 19% | 11% | 9% | 28% |
| | No Transit | 5792 | 73% | 65% | 73% | 78% | 71% | 71% | 83% | 68% | 76% | 86% | 65% |
| | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| | Some (25-49%) | 84 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 2% | 0% |
| | Very little (1-24%) | 344 | 4% | 5% | 5% | 4% | 2% | 4% | 5% | 3% | 4% | 5% | 5% |
| Ride a Motorcycle % | None (0%) | 7417 | 94% | 94% | 93% | 94% | 96% | 95% | 93% | 97% | 94% | 93% | 95% |
| | Ride a Motorcycle 1%+ | 480 | 6% | 6% | 7% | 6% | 4% | 5% | 7% | 3% | 6% | 7% | 5% |
| | No Riding a Motorcycle | 7417 | 94% | 94% | 93% | 94% | 96% | 95% | 93% | 97% | 94% | 93% | 95% |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 2% | 1% | 2% | 4% | 1% | 1% | 6% | 1% | 1% | 6% |
| | Mostly (50-74%) | 156 | 2% | 4% | 1% | 2% | 2% | 1% | 2% | 2% | 2% | 2% | 2% |
| | Some (25-49%) | 272 | 3% | 4% | 3% | 3% | 4% | 3% | 2% | 8% | 3% | 2% | 6% |
| | Very little (1-24%) | 1688 | 21% | 25% | 24% | 17% | 23% | 24% | 17% | 27% | 22% | 15% | 33% |
| | None (0%) | 5628 | 71% | 65% | 71% | 76% | 67% | 71% | 78% | 56% | 72% | 81% | 54% |
| Ride a Bike/Walk | Ride a | 2269 | 29% | 35% | 29% | 24% | 33% | 29% | 22% | 44% | 28% | 19% | 46% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|--------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | No Riding a Bike/Walking | 5628 | 71% | 65% | 71% | 76% | 67% | 71% | 78% | 56% | 72% | 81% | 54% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 10% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 0% | 1% | 1% | 0% |
| | Very little (1-24%) | 708 | 9% | 9% | 9% | 10% | 6% | 9% | 9% | 7% | 10% | 9% | 6% |
| | None (0%) | 6996 | 89% | 90% | 88% | 87% | 92% | 90% | 88% | 91% | 87% | 88% | 84% |
| Traveling some other way % | Other Travel 1% + | 901 | 11% | 10% | 12% | 13% | 8% | 10% | 12% | 9% | 13% | 12% | 16% |
| | No Other Travel | 6996 | 89% | 90% | 88% | 87% | 92% | 90% | 88% | 91% | 87% | 88% | 84% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 24% | 23% | 21% | 27% | 22% | 21% | 32% | 22% | 21% | 36% |
| | 5000 to 9999 miles | 2667 | 34% | 36% | 35% | 31% | 35% | 36% | 34% | 33% | 41% | 33% | 26% |
| | 10000 to 14999 miles | 2038 | 26% | 24% | 25% | 29% | 23% | 27% | 25% | 22% | 25% | 25% | 24% |
| | 15000 to 19999 miles | 669 | 8% | 7% | 9% | 8% | 8% | 7% | 9% | 5% | 8% | 10% | 5% |
| | 20000 or more miles | 529 | 7% | 7% | 6% | 8% | 4% | 7% | 8% | 3% | 3% | 9% | 6% |
| | Not sure | 174 | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 5% | 2% | 3% | 4% |
| 37. Would you | UrbanCity | 2346 | 30% | 37% | 30% | 25% | 32% | 30% | 25% | 31% | 26% | 24% | 40% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|----------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | Suburban | 2456 | 31% | 32% | 34% | 26% | 34% | 31% | 32% | 36% | 36% | 31% | 26% |
| | Small town | 1360 | 17% | 14% | 17% | 20% | 16% | 17% | 19% | 11% | 20% | 19% | 12% |
| | Rural | 1675 | 21% | 16% | 19% | 28% | 16% | 22% | 24% | 21% | 18% | 26% | 21% |
| | Not sure | 60 | 1% | 0% | 0% | 1% | 2% | 0% | 1% | 1% | 1% | 1% | 1% |
| How many people live in your household including you? | 1 | 1143 | 15% | 17% | 14% | 14% | 18% | 17% | 14% | 17% | 19% | 13% | 12% |
| | 2 | 3516 | 46% | 45% | 48% | 45% | 46% | 48% | 43% | 42% | 45% | 43% | 37% |
| | 3 | 1200 | 16% | 16% | 16% | 17% | 14% | 15% | 16% | 13% | 16% | 16% | 14% |
| | 4 | 942 | 12% | 12% | 13% | 13% | 12% | 10% | 13% | 12% | 11% | 13% | 19% |
| | 5+ | 783 | 10% | 9% | 10% | 11% | 10% | 10% | 12% | 16% | 9% | 13% | 18% |
| | Prefer not to answer | 29 | 0% | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 1% | 1% | 1% |
| How many children under18 year of age live in your household | 0 | 5254 | 69% | 69% | 69% | 69% | 72% | 70% | 68% | 70% | 73% | 67% | 69% |
| | 1 | 874 | 12% | 12% | 12% | 11% | 10% | 14% | 11% | 10% | 10% | 11% | 9% |
| | 2 | 621 | 8% | 9% | 8% | 8% | 8% | 6% | 10% | 6% | 8% | 10% | 7% |
| | 3+ | 738 | 10% | 9% | 10% | 10% | 9% | 9% | 9% | 10% | 8% | 10% | 10% |
| | Prefer not to answer | 110 | 1% | 1% | 1% | 2% | 2% | 1% | 2% | 3% | 1% | 3% | 4% |
| Which of the | Under \$15,000 | 245 | 3% | 3% | 3% | 4% | 3% | 4% | 3% | 5% | 5% | 3% | 3% |

| | | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|--|---------------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % | % |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 5% | 5% | 5% | 4% | 6% | 3% | 5% | 6% | 3% |
| | \$25,000 to \$34,999 | 487 | 6% | 4% | 7% | 7% | 7% | 5% | 7% | 4% | 5% | 7% | 9% |
| | \$35,000 to \$49,999 | 790 | 10% | 11% | 10% | 11% | 10% | 12% | 12% | 12% | 13% | 11% | 10% |
| | \$50,000 to \$74,999 | 1457 | 19% | 20% | 19% | 20% | 17% | 20% | 20% | 19% | 19% | 20% | 23% |
| | \$75,000 to \$99,999 | 1127 | 15% | 15% | 17% | 13% | 15% | 17% | 13% | 17% | 15% | 13% | 14% |
| | \$100,000 to \$149,999 | 1143 | 15% | 18% | 15% | 14% | 14% | 15% | 12% | 13% | 15% | 11% | 11% |
| | \$150,000 or more | 591 | 8% | 9% | 8% | 7% | 8% | 6% | 5% | 4% | 7% | 5% | 2% |
| | Prefer not to answer | 1406 | 19% | 17% | 17% | 20% | 23% | 15% | 22% | 23% | 16% | 23% | 25% |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 82% | 79% | 79% | 80% | 83% | 75% | 74% | 81% | 73% | 78% |
| | Hispanic | 116 | 2% | 2% | 2% | 1% | 1% | 2% | 1% | 0% | 2% | 1% | 1% |
| | African/American | 94 | 1% | 1% | 2% | 1% | 1% | 2% | 1% | 4% | 1% | 1% | 4% |
| | Asian/Pacific Islander | 164 | 2% | 3% | 3% | 1% | 3% | 3% | 2% | 3% | 2% | 2% | 2% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 1% | 2% | 1% | 1% | 2% | 0% | 2% | 2% | 0% |
| | Other | 193 | 3% | 3% | 2% | 3% | 3% | 2% | 3% | 4% | 2% | 3% | 4% |
| | Prefer not to answer | 900 | 12% | 9% | 13% | 13% | 11% | 7% | 17% | 14% | 11% | 19% | 12% |
| | | | | | | | | | | | | | |
| What is your | Employed Full- | 4001 | 53% | 56% | 54% | 52% | 48% | 55% | 50% | 58% | 52% | 50% | 53% |

| | N | % | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional ... | | |
|------------------------|------|-----|--|-----------|-------------------|----------|---|--------|----------|---|--------|----------|
| | | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | % | % | % | % | % | % | % | % | % | % |
| Employed Part-time | 750 | 10% | 11% | 10% | 9% | 11% | 11% | 9% | 10% | 11% | 8% | 17% |
| Student and Employed | 108 | 1% | 2% | 1% | 1% | 3% | 2% | 1% | 0% | 1% | 1% | 0% |
| Student / Not Employed | 130 | 2% | 1% | 2% | 1% | 4% | 1% | 1% | 5% | 2% | 1% | 4% |
| Homemaker | 254 | 3% | 3% | 3% | 3% | 4% | 3% | 4% | 1% | 2% | 4% | 1% |
| Military Personnel | 23 | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% |
| Retired | 1536 | 20% | 19% | 21% | 20% | 20% | 21% | 21% | 14% | 22% | 20% | 12% |
| Not Currently Employed | 300 | 4% | 4% | 3% | 5% | 3% | 4% | 5% | 5% | 3% | 5% | 5% |
| Prefer not to answer | 429 | 6% | 4% | 6% | 7% | 6% | 3% | 9% | 6% | 5% | 9% | 9% |

Means

| | All | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a ... | | |
|---|--------|--|-----------|-------------------|----------|---|--------|----------|--|--------|----------|
| | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| Number of cases | 7897 | 1316 | 2878 | 2761 | 940 | 1290 | 3889 | 200 | 920 | 2973 | 196 |
| Row percent | 100.0% | 16.7% | 36.5% | 35.0% | 11.9% | 24.0% | 72.3% | 3.7% | 22.5% | 72.7% | 4.8% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.52 | 2.14 | 1.80 | 2.04 | 2.18 | 2.01 | 2.08 | 2.07 | 1.99 | 2.01 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.51 | 2.01 | 1.65 | 2.02 | 2.04 | 1.95 | 1.97 | 1.88 | 1.97 | 2.02 |
| 3. Rating: State giving your area it | 1.94 | 3.16 | 2.00 | 1.00 | . | 1.97 | 1.86 | 1.96 | 1.92 | 1.84 | 1.95 |
| 9. Preservation - Avg % | 45.40 | 54.42 | 46.56 | 40.94 | 42.36 | 47.40 | 27.84 | 44.94 | 38.55 | 24.59 | 44.34 |
| 10. New lanes- Avg % | 24.14 | 29.87 | 24.65 | 21.72 | 21.65 | 24.88 | 15.78 | 20.93 | 22.11 | 14.20 | 15.17 |
| 11. Transit/rail - Avg % | 37.48 | 47.25 | 36.42 | 32.96 | 40.35 | 41.50 | 16.87 | 46.84 | 30.79 | 13.28 | 36.54 |
| 12. Bike/sidewalk - Avg % | 29.99 | 38.05 | 29.54 | 24.90 | 35.01 | 31.37 | 13.52 | 38.80 | 24.98 | 10.15 | 36.63 |
| 13. Ferries - Avg % | 28.66 | 37.16 | 28.33 | 25.10 | 28.24 | 29.34 | 13.58 | 29.04 | 22.14 | 11.40 | 22.12 |
| 9. Preservation Funding | 453.95 | 544.25 | 465.56 | 409.37 | 423.55 | 474.03 | 278.41 | 449.36 | 385.53 | 245.88 | 443.40 |
| 10. New lanes Funding | 159.30 | 197.12 | 162.71 | 143.37 | 142.92 | 164.19 | 104.13 | 138.15 | 145.94 | 93.75 | 100.15 |
| 11. Transit/rail Funding | 98.95 | 124.75 | 96.16 | 87.02 | 106.53 | 109.57 | 44.54 | 123.66 | 81.29 | 35.07 | 96.45 |
| 12. Bike/sidewalk Funding | 9.90 | 12.56 | 9.75 | 8.22 | 11.55 | 10.35 | 4.46 | 12.80 | 8.24 | 3.35 | 12.09 |
| 13. Ferries Funding | 40.98 | 53.14 | 40.51 | 35.90 | 40.39 | 41.96 | 19.41 | 41.53 | 31.66 | 16.30 | 31.64 |
| Q9-13. Total Funded | 763.08 | 931.82 | 774.68 | 683.88 | 724.94 | 800.10 | 450.96 | 765.50 | 652.67 | 394.35 | 683.73 |
| Q9-13. Total Cost | 25.18 | 30.75 | 25.56 | 22.57 | 23.92 | 26.40 | 14.88 | 25.26 | 21.54 | 13.01 | 22.56 |
| Q9-13. Percent Funded | .36 | .44 | .37 | .33 | .35 | .38 | .21 | .36 | .31 | .19 | .33 |
| 14. Gas Tax - Raised | 150.29 | 199.99 | 155.42 | 116.39 | 164.82 | 160.41 | 60.73 | 187.20 | 126.59 | 43.66 | 139.55 |
| 14. Gas Tax - Cost | 5.05 | 6.72 | 5.22 | 3.91 | 5.54 | 5.39 | 2.04 | 6.29 | 4.25 | 1.47 | 4.69 |
| 15. MVET - Raised | 244.61 | 314.27 | 241.66 | 216.33 | 239.35 | 262.75 | 92.24 | 255.60 | 191.65 | 64.12 | 218.75 |
| 15. MVET - Cost | 8.85 | 11.37 | 8.74 | 7.83 | 8.66 | 9.50 | 3.34 | 9.25 | 6.93 | 2.32 | 7.91 |
| 16. VLF - Raised | 158.83 | 207.76 | 156.99 | 140.28 | 150.69 | 165.16 | 66.88 | 151.24 | 136.09 | 48.08 | 113.17 |
| 16. VLF - Cost | 4.19 | 5.49 | 4.15 | 3.70 | 3.98 | 4.36 | 1.77 | 3.99 | 3.59 | 1.27 | 2.99 |
| Q14-16. Total Raised | 553.72 | 722.02 | 554.07 | 472.99 | 554.86 | 588.31 | 219.85 | 594.04 | 454.33 | 155.86 | 471.47 |
| Q14-16. Total Cost | 18.09 | 23.58 | 18.11 | 15.44 | 18.18 | 19.26 | 7.14 | 19.53 | 14.78 | 5.06 | 15.59 |
| Shortfall | 209.35 | 209.80 | 220.61 | 210.88 | 170.08 | 211.79 | 231.12 | 171.46 | 198.34 | 238.49 | 212.26 |
| % of Funding Raised | .87 | .89 | .83 | .89 | .90 | .84 | .75 | 2.10 | 1.10 | .65 | 1.97 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 52.40 | 56.89 | 57.75 | 55.53 | 59.46 | 58.88 | 48.83 | 57.90 | 59.21 | 48.32 |
| 34b. % of weekly trips: Carpooling | 24.85 | 22.94 | 24.72 | 26.15 | 24.10 | 22.84 | 27.45 | 24.83 | 23.30 | 28.80 | 23.80 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 14.11 | 10.59 | 7.65 | 10.13 | 11.52 | 6.10 | 12.64 | 10.70 | 4.89 | 9.57 |

Means

| | All | 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | | | | 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | | | 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a ... | | |
|--|------|--|-----------|-------------------|----------|---|--------|----------|--|--------|----------|
| | | A/B=Above Average | C=Average | D/F=Below Average | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.00 | 1.18 | 1.23 | 1.02 | .86 | 1.45 | .41 | .98 | 1.60 | .37 |
| 34e. % of weekly trips: Riding a bicycle/ ... | 5.64 | 8.02 | 4.53 | 4.96 | 7.72 | 4.07 | 3.60 | 11.89 | 4.86 | 3.24 | 11.67 |
| 34f. % of weekly trips: Traveling some other ... | 1.98 | 1.53 | 2.09 | 2.25 | 1.50 | 1.23 | 2.51 | 1.41 | 2.27 | 2.26 | 6.27 |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|-----------------|---------|------|------|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| Number of cases | | 7897 | | 4172 | 3725 | 4080 | 3816 | 4321 | 3576 |
| Row percent | | | 100% | 53% | 47% | 52% | 48% | 55% | 45% |
| Gender | Male | 3668 | 46% | 47% | 45% | 44% | 49% | 45% | 48% |
| | Female | 3985 | 50% | 51% | 50% | 54% | 46% | 53% | 47% |
| | NA | 244 | 3% | 2% | 5% | 2% | 4% | 2% | 4% |
| Age range | 18-34 | 1543 | 20% | 20% | 19% | 21% | 18% | 20% | 19% |
| | 35-54 | 2415 | 31% | 30% | 31% | 30% | 32% | 30% | 31% |
| | 55+ | 3390 | 43% | 44% | 41% | 44% | 42% | 44% | 42% |
| | NA | 549 | 7% | 6% | 8% | 6% | 8% | 6% | 8% |
| Gender by Age | M <35 | 596 | 8% | 8% | 7% | 8% | 7% | 8% | 7% |
| | F <35 | 910 | 12% | 11% | 12% | 13% | 10% | 11% | 12% |
| | M 35-54 | 1069 | 14% | 14% | 13% | 12% | 15% | 13% | 15% |
| | F 35-54 | 1312 | 17% | 16% | 17% | 17% | 16% | 17% | 16% |
| | M 55+ | 1821 | 23% | 23% | 23% | 22% | 24% | 22% | 24% |
| | F 55+ | 1541 | 20% | 21% | 18% | 22% | 17% | 22% | 17% |
| | NA | 647 | 8% | 7% | 10% | 6% | 10% | 7% | 10% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|--------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| Ethnicity | White | 5978 | 79% | 83% | 75% | 83% | 75% | 82% | 76% |
| | Non-white | 654 | 9% | 9% | 9% | 9% | 9% | 9% | 9% |
| | Refused | 900 | 12% | 8% | 16% | 8% | 16% | 9% | 16% |
| HH Income | <\$50K | 1869 | 25% | 22% | 28% | 23% | 26% | 20% | 30% |
| | \$50K+ | 4318 | 57% | 62% | 51% | 61% | 52% | 63% | 49% |
| | Ref inc | 1406 | 19% | 16% | 21% | 15% | 22% | 16% | 21% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 59% | 54% | 59% | 54% | 58% | 56% |
| | 10K+ miles | 3236 | 41% | 39% | 43% | 39% | 43% | 41% | 41% |
| | Not sure | 174 | 2% | 2% | 3% | 2% | 3% | 2% | 3% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 35% | 24% | 35% | 24% | 33% | 26% |
| | Suburban | 2456 | 31% | 31% | 31% | 30% | 32% | 31% | 31% |
| | Rural | 3094 | 39% | 34% | 45% | 35% | 44% | 36% | 43% |
| Education | Did not graduate college | 3030 | 42% | 32% | 54% | 35% | 50% | 35% | 51% |
| | Graduated college' | 4182 | 58% | 68% | 46% | 65% | 50% | 65% | 49% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|--------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 1% | 0% | 1% |
| | Benton | 223 | 3% | 2% | 3% | 3% | 3% | 2% | 3% |
| | Chelan | 94 | 1% | 1% | 2% | 1% | 1% | 1% | 2% |
| | Clallam | 44 | 1% | 0% | 1% | 0% | 1% | 0% | 1% |
| | Clark | 495 | 6% | 5% | 7% | 5% | 8% | 5% | 8% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 1% | 2% | 1% | 2% | 2% | 2% |
| | Douglas | 52 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 1% | 2% | 1% | 1% | 1% | 1% |
| | Grays Harbor | 69 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Island | 126 | 2% | 2% | 1% | 2% | 1% | 2% | 1% |
| | Jefferson | 47 | 1% | 1% | 0% | 1% | 1% | 1% | 1% |
| | King | 2702 | 35% | 43% | 25% | 41% | 28% | 40% | 28% |
| | Kitsap | 356 | 5% | 5% | 3% | 6% | 3% | 6% | 3% |
| | Kittitas | 67 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Lewis | 82 | 1% | 1% | 2% | 1% | 2% | 1% | 1% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mason | 30 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Okanogan | 36 | 0% | 1% | 0% | 0% | 0% | 0% | 1% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 6% | 11% | 7% | 9% | 7% | 9% |
| | San Juan | 91 | 1% | 1% | 1% | 2% | 1% | 1% | 1% |
| | Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 7% | 10% | 7% | 10% | 8% | 9% |
| | Spokane | 541 | 7% | 5% | 9% | 6% | 8% | 5% | 9% |
| | Stevens | 53 | 1% | 0% | 1% | 1% | 1% | 0% | 1% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|------|----------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| RTPO | Thurston | 295 | 4% | 4% | 4% | 4% | 4% | 3% | 4% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Whatcom | 233 | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| | Whitman | 62 | 1% | 1% | 0% | 1% | 1% | 1% | 1% |
| | Yakima | 277 | 4% | 3% | 4% | 3% | 4% | 4% | 3% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | |
| | BFWW | 364 | 5% | 4% | 5% | 4% | 5% | 4% | 5% |
| | NE WA | 68 | 1% | 0% | 1% | 1% | 1% | 1% | 1% |
| | N. Central | 183 | 2% | 2% | 3% | 2% | 2% | 2% | 3% |
| | Palouse | 95 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Peninsula | 477 | 6% | 7% | 5% | 7% | 5% | 7% | 5% |
| | PSRC | 4011 | 51% | 56% | 46% | 55% | 48% | 56% | 46% |
| | QuadCo | 183 | 2% | 2% | 3% | 2% | 3% | 2% | 3% |
| | Skagit/Isi | 239 | 3% | 4% | 2% | 4% | 3% | 4% | 2% |
| | Spokane | 541 | 7% | 5% | 9% | 6% | 8% | 5% | 9% |
| | SW RTC | 528 | 7% | 5% | 8% | 5% | 9% | 5% | 9% |
| | SW RTPO | 305 | 4% | 3% | 5% | 3% | 5% | 3% | 5% |
| | Thurston | 295 | 4% | 4% | 4% | 4% | 4% | 3% | 4% |
| | Whatcom | 233 | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| | Yakima | 277 | 4% | 3% | 4% | 3% | 4% | 4% | 3% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|-------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| | B Above Average | 1875 | 24% | 29% | 18% | 29% | 18% | 28% | 19% |
| | C Average | 3566 | 45% | 45% | 45% | 45% | 46% | 45% | 45% |
| | D Below Average | 1637 | 21% | 18% | 23% | 18% | 23% | 19% | 23% |
| | F Failing | 538 | 7% | 4% | 10% | 5% | 9% | 5% | 9% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 1% | 1% | 2% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 31% | 20% | 31% | 21% | 30% | 21% |
| | C=Average | 3566 | 45% | 45% | 45% | 45% | 46% | 45% | 45% |
| | D/F=Below Average | 2175 | 28% | 22% | 33% | 23% | 32% | 24% | 32% |
| | Not sure | 102 | 1% | 1% | 1% | 1% | 1% | 1% | 2% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| | B Above Average | 1560 | 20% | 23% | 16% | 22% | 17% | 22% | 17% |
| | C Average | 3298 | 42% | 41% | 42% | 42% | 42% | 42% | 41% |
| | D Below Average | 2058 | 26% | 26% | 26% | 26% | 27% | 25% | 27% |
| | F Failing | 733 | 9% | 6% | 13% | 8% | 11% | 8% | 11% |
| | Not sure | 39 | 0% | 0% | 1% | 0% | 1% | 0% | 1% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|-------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 26% | 19% | 25% | 20% | 24% | 20% |
| | C=Average | 3298 | 42% | 41% | 42% | 42% | 42% | 42% | 41% |
| | D/F=Below Average | 2791 | 35% | 33% | 38% | 33% | 38% | 33% | 38% |
| | Not sure | 39 | 0% | 0% | 1% | 0% | 1% | 0% | 1% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 3% | 2% | 3% | 3% | 3% | 2% |
| | B Above Average | 1105 | 14% | 18% | 10% | 17% | 11% | 17% | 10% |
| | C Average | 2878 | 36% | 39% | 34% | 38% | 35% | 37% | 36% |
| | D Below Average | 1874 | 24% | 21% | 27% | 23% | 24% | 23% | 25% |
| | F Failing | 888 | 11% | 7% | 16% | 8% | 15% | 8% | 15% |
| | Not sure | 940 | 12% | 13% | 11% | 12% | 12% | 12% | 12% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 21% | 12% | 20% | 13% | 20% | 12% |
| | C=Average | 2878 | 36% | 39% | 34% | 38% | 35% | 37% | 36% |
| | D/F=Below Average | 2761 | 35% | 28% | 43% | 31% | 39% | 31% | 40% |
| | Not sure | 940 | 12% | 13% | 11% | 12% | 12% | 12% | 12% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|-------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 44% | 13% | 45% | 12% | 43% | 12% |
| | Somewhat Agree | 2581 | 33% | 39% | 26% | 38% | 27% | 38% | 26% |
| | Somewhat Disagree | 1360 | 17% | 10% | 25% | 10% | 24% | 11% | 25% |
| | Strongly Disagree | 1284 | 16% | 3% | 31% | 3% | 31% | 4% | 31% |
| | Not sure | 370 | 5% | 4% | 5% | 4% | 6% | 4% | 6% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 83% | 38% | 83% | 39% | 81% | 38% |
| | Disagree | 2644 | 33% | 13% | 56% | 13% | 55% | 15% | 56% |
| | Not sure | 370 | 5% | 4% | 5% | 4% | 6% | 4% | 6% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 32% | 4% | 32% | 4% | 31% | 4% |
| | Somewhat Support | 2526 | 32% | 45% | 17% | 43% | 20% | 42% | 20% |
| | Somewhat Oppose | 1331 | 17% | 13% | 21% | 13% | 21% | 15% | 19% |
| | Strongly Oppose | 2293 | 29% | 7% | 54% | 8% | 52% | 8% | 54% |
| | Not sure | 271 | 3% | 3% | 4% | 3% | 4% | 3% | 4% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 77% | 21% | 76% | 24% | 73% | 24% |
| | Oppose | 3624 | 46% | 20% | 75% | 21% | 72% | 24% | 73% |
| | Not sure | 271 | 3% | 3% | 4% | 3% | 4% | 3% | 4% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 19% | 2% | 20% | 2% | 18% | 2% |
| | Somewhat Support | 1651 | 21% | 33% | 8% | 32% | 9% | 32% | 8% |
| | Somewhat Oppose | 1514 | 19% | 22% | 16% | 22% | 16% | 22% | 16% |
| | Strongly Oppose | 3585 | 45% | 22% | 72% | 22% | 71% | 24% | 71% |
| | Not sure | 280 | 4% | 4% | 3% | 5% | 3% | 4% | 3% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Support | 2519 | 32% | 52% | 10% | 52% | 10% | 50% | 10% |
| | Oppose | 5098 | 65% | 44% | 88% | 43% | 87% | 46% | 87% |
| | Not sure | 280 | 4% | 4% | 3% | 5% | 3% | 4% | 3% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|------------------|------|-----|---|-------------|--|-------------|--|-------------|
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| | | | | % | % | % | % | % | % |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 3% | 1% | 4% | 1% | 4% | 1% |
| | Somewhat Support | 1173 | 22% | 40% | 11% | 39% | 12% | 37% | 11% |
| | Somewhat Oppose | 1329 | 25% | 29% | 22% | 31% | 21% | 30% | 21% |
| | Strongly Oppose | 2561 | 48% | 22% | 63% | 20% | 63% | 24% | 64% |
| | Not sure | 200 | 4% | 6% | 2% | 6% | 3% | 5% | 3% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Support | 1290 | 24% | 43% | 13% | 43% | 13% | 41% | 13% |
| | Oppose | 3889 | 72% | 51% | 85% | 51% | 85% | 54% | 85% |
| | Not sure | 200 | 4% | 6% | 2% | 6% | 3% | 5% | 3% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Strongly Support | 66 | 2% | 3% | 1% | 3% | 1% | 4% | 1% |
| | Somewhat Support | 854 | 21% | 39% | 14% | 41% | 14% | 39% | 13% |
| | Somewhat Oppose | 927 | 23% | 29% | 20% | 26% | 21% | 27% | 21% |
| | Strongly Oppose | 2046 | 50% | 22% | 61% | 21% | 61% | 24% | 62% |
| | Not sure | 196 | 5% | 8% | 4% | 9% | 3% | 7% | 4% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|----------|------|-----|---|-------------|--|-------------|--|-------------|
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| | | | | % | % | % | % | % | % |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Support | 920 | 22% | 42% | 15% | 44% | 15% | 43% | 13% |
| | Oppose | 2973 | 73% | 50% | 81% | 47% | 82% | 51% | 83% |
| | Not sure | 196 | 5% | 8% | 4% | 9% | 3% | 7% | 4% |
| 9. Final: % of need funded: Preservation/maintenance of existing transporation system | 0-9 | 1758 | 22% | 6% | 40% | 7% | 39% | 7% | 40% |
| | 10-19 | 564 | 7% | 5% | 9% | 6% | 8% | 5% | 9% |
| | 20-29 | 830 | 11% | 9% | 12% | 9% | 12% | 10% | 11% |
| | 30-39 | 529 | 7% | 8% | 5% | 7% | 6% | 8% | 5% |
| | 40-49 | 494 | 6% | 7% | 5% | 7% | 5% | 7% | 5% |
| | 50-59 | 1055 | 13% | 16% | 10% | 16% | 11% | 16% | 10% |
| | 60-69 | 332 | 4% | 6% | 3% | 6% | 3% | 6% | 3% |
| | 70-79 | 467 | 6% | 8% | 4% | 8% | 4% | 7% | 4% |
| | 80-89 | 232 | 3% | 5% | 1% | 4% | 2% | 4% | 2% |
| | 90-100 | 1636 | 21% | 30% | 11% | 30% | 11% | 29% | 10% |
| 10. Fnal: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 33% | 58% | 33% | 57% | 33% | 59% |
| | 10-19 | 909 | 12% | 13% | 10% | 13% | 10% | 12% | 11% |
| | 20-29 | 947 | 12% | 14% | 10% | 14% | 10% | 14% | 9% |
| | 30-39 | 503 | 6% | 7% | 5% | 7% | 5% | 7% | 5% |
| | 40-49 | 318 | 4% | 5% | 3% | 6% | 2% | 5% | 3% |
| | 50-59 | 672 | 9% | 11% | 6% | 11% | 6% | 11% | 6% |
| | 60-69 | 170 | 2% | 3% | 1% | 3% | 1% | 3% | 1% |
| | 70-79 | 208 | 3% | 4% | 2% | 3% | 2% | 4% | 1% |
| | 80-89 | 87 | 1% | 2% | 1% | 2% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 9% | 5% | 9% | 5% | 10% | 4% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|--------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 19% | 62% | 18% | 62% | 20% | 62% |
| | 10-19 | 589 | 7% | 8% | 7% | 8% | 7% | 8% | 7% |
| | 20-29 | 592 | 7% | 8% | 6% | 8% | 7% | 8% | 7% |
| | 30-39 | 359 | 5% | 5% | 4% | 5% | 4% | 5% | 4% |
| | 40-49 | 299 | 4% | 4% | 3% | 5% | 3% | 5% | 3% |
| | 50-59 | 624 | 8% | 11% | 5% | 10% | 5% | 10% | 5% |
| | 60-69 | 180 | 2% | 3% | 1% | 3% | 1% | 3% | 1% |
| | 70-79 | 300 | 4% | 6% | 2% | 5% | 2% | 6% | 2% |
| | 80-89 | 177 | 2% | 3% | 2% | 3% | 1% | 3% | 1% |
| | 90-100 | 1676 | 21% | 33% | 8% | 34% | 8% | 32% | 8% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 34% | 73% | 34% | 72% | 37% | 71% |
| | 10-19 | 636 | 8% | 9% | 7% | 10% | 6% | 9% | 7% |
| | 20-29 | 486 | 6% | 7% | 5% | 8% | 4% | 7% | 5% |
| | 30-39 | 210 | 3% | 3% | 2% | 3% | 2% | 3% | 2% |
| | 40-49 | 151 | 2% | 2% | 1% | 3% | 1% | 2% | 2% |
| | 50-59 | 369 | 5% | 7% | 3% | 7% | 3% | 7% | 2% |
| | 60-69 | 93 | 1% | 2% | 1% | 2% | 1% | 2% | 1% |
| | 70-79 | 126 | 2% | 3% | 0% | 2% | 1% | 2% | 1% |
| | 80-89 | 85 | 1% | 2% | 1% | 2% | 0% | 2% | 0% |
| | 90-100 | 1602 | 20% | 32% | 7% | 31% | 9% | 30% | 9% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|--|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 27% | 66% | 28% | 64% | 29% | 65% |
| | 10-19 | 838 | 11% | 11% | 10% | 11% | 10% | 11% | 10% |
| | 20-29 | 702 | 9% | 11% | 7% | 11% | 7% | 11% | 6% |
| | 30-39 | 375 | 5% | 6% | 4% | 6% | 4% | 5% | 4% |
| | 40-49 | 243 | 3% | 4% | 2% | 4% | 2% | 4% | 2% |
| | 50-59 | 633 | 8% | 11% | 4% | 12% | 4% | 11% | 4% |
| | 60-69 | 141 | 2% | 3% | 1% | 3% | 1% | 2% | 1% |
| | 70-79 | 224 | 3% | 4% | 1% | 4% | 1% | 4% | 1% |
| | 80-89 | 93 | 1% | 2% | 1% | 2% | 0% | 2% | 1% |
| | 90-100 | 1080 | 14% | 21% | 6% | 21% | 6% | 20% | 6% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 45% | 0% | 29% | 19% | 29% | 18% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 26% | 0% | 20% | 7% | 21% | 5% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 29% | 0% | 23% | 7% | 23% | 6% |
| | No Gas Tax increase | 3725 | 47% | 0% | 100% | 28% | 68% | 28% | 71% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 100% | 0% | 72% | 32% | 72% | 29% |
| | No Increase | 3725 | 47% | 0% | 100% | 28% | 68% | 28% | 71% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|--|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 30% | 20% | 49% | 0% | 32% | 17% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 21% | 6% | 27% | 0% | 21% | 5% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 19% | 5% | 24% | 0% | 19% | 4% |
| | No State MVET | 3816 | 48% | 30% | 69% | 0% | 100% | 27% | 74% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 70% | 31% | 100% | 0% | 73% | 26% |
| | No Increase | 3816 | 48% | 30% | 69% | 0% | 100% | 27% | 74% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 42% | 23% | 42% | 23% | 60% | 0% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 22% | 7% | 23% | 6% | 27% | 0% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 11% | 2% | 11% | 2% | 12% | 0% |
| | No VLF increase | 3576 | 45% | 25% | 68% | 23% | 69% | 0% | 100% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|-------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 75% | 32% | 77% | 31% | 100% | 0% |
| | No Increase | 3576 | 45% | 25% | 68% | 23% | 69% | 0% | 100% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 40% | 8% | 41% | 8% | 39% | 9% |
| | Somewhat Agree | 3163 | 40% | 47% | 32% | 46% | 33% | 47% | 32% |
| | Somewhat Disagree | 1069 | 14% | 8% | 20% | 8% | 20% | 8% | 20% |
| | Strongly Disagree | 1457 | 18% | 3% | 36% | 3% | 35% | 4% | 36% |
| | Not Sure | 223 | 3% | 2% | 4% | 2% | 4% | 2% | 3% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 87% | 40% | 88% | 41% | 86% | 40% |
| | Disagree | 2526 | 32% | 11% | 56% | 10% | 55% | 12% | 56% |
| | Not sure | 223 | 3% | 2% | 4% | 2% | 4% | 2% | 3% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|--|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 58% | 42% | 60% | 41% | 59% | 40% |
| | No not aware of funding shortfall | 2251 | 29% | 36% | 20% | 35% | 22% | 35% | 21% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 6% | 38% | 6% | 37% | 6% | 39% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 8% | 2% | 8% | 1% | 7% | 2% |
| | Probably | 1548 | 20% | 28% | 10% | 29% | 10% | 28% | 9% |
| | Probably Not | 1694 | 21% | 27% | 15% | 27% | 15% | 27% | 15% |
| | Definitely Not | 3937 | 50% | 32% | 70% | 31% | 71% | 33% | 70% |
| | Not Sure | 343 | 4% | 5% | 4% | 5% | 4% | 5% | 3% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation | Definitely/Probably | 1924 | 24% | 36% | 12% | 37% | 11% | 35% | 11% |
| | Definitely/Probably NOT | 5630 | 71% | 59% | 85% | 58% | 86% | 60% | 85% |
| | Not sure | 343 | 4% | 5% | 4% | 5% | 4% | 5% | 3% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|-------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 43% | 15% | 43% | 16% | 41% | 17% |
| | Probably | 2615 | 33% | 34% | 32% | 36% | 30% | 37% | 29% |
| | Probably Not | 1051 | 13% | 12% | 15% | 11% | 15% | 12% | 15% |
| | Definitely Not | 1685 | 21% | 9% | 35% | 7% | 36% | 8% | 37% |
| | Not Sure | 187 | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 77% | 47% | 79% | 46% | 77% | 46% |
| | Definitely/Probably NOT | 2736 | 35% | 21% | 50% | 19% | 52% | 20% | 52% |
| | Not sure | 187 | 2% | 2% | 2% | 2% | 3% | 2% | 2% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 23% | 7% | 22% | 9% | 21% | 8% |
| | Probably | 1877 | 24% | 31% | 16% | 30% | 17% | 29% | 17% |
| | Probably Not | 1478 | 19% | 21% | 17% | 21% | 16% | 21% | 16% |
| | Definitely Not | 2942 | 37% | 20% | 56% | 22% | 54% | 23% | 55% |
| | Not Sure | 379 | 5% | 6% | 4% | 5% | 4% | 6% | 4% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|-------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 53% | 23% | 52% | 26% | 51% | 25% |
| | Definitely/Probably NOT | 4420 | 56% | 41% | 73% | 43% | 70% | 44% | 71% |
| | Not sure | 379 | 5% | 6% | 4% | 5% | 4% | 6% | 4% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 19% | 1% | 17% | 4% | 16% | 4% |
| | Probably | 1662 | 21% | 36% | 4% | 29% | 13% | 29% | 11% |
| | Probably Not | 1423 | 18% | 21% | 15% | 22% | 14% | 22% | 13% |
| | Definitely Not | 3745 | 47% | 19% | 79% | 29% | 67% | 29% | 69% |
| | Not Sure | 242 | 3% | 4% | 2% | 4% | 3% | 4% | 2% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 56% | 5% | 46% | 16% | 45% | 15% |
| | Definitely/Probably NOT | 5168 | 65% | 40% | 94% | 51% | 81% | 51% | 83% |
| | Not sure | 242 | 3% | 4% | 2% | 4% | 3% | 4% | 2% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 25% | 13% | 25% | 13% | 25% | 12% |
| | Probably | 2781 | 35% | 40% | 30% | 42% | 28% | 40% | 30% |
| | Probably Not | 1117 | 14% | 16% | 12% | 15% | 13% | 15% | 13% |
| | Definitely Not | 2185 | 28% | 16% | 41% | 15% | 41% | 16% | 41% |
| | Not Sure | 309 | 4% | 4% | 4% | 4% | 4% | 4% | 4% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|-------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 64% | 43% | 66% | 41% | 65% | 42% |
| | Definitely/Probably NOT | 3302 | 42% | 32% | 53% | 30% | 55% | 31% | 54% |
| | Not sure | 309 | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 17% | 18% | 17% | 18% | 17% | 18% |
| | Probably | 1667 | 21% | 23% | 19% | 23% | 20% | 24% | 18% |
| | Probably Not | 1478 | 19% | 22% | 15% | 23% | 14% | 21% | 15% |
| | Definitely Not | 3012 | 38% | 34% | 43% | 32% | 44% | 33% | 45% |
| | Not Sure | 361 | 5% | 5% | 5% | 5% | 4% | 5% | 4% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 40% | 38% | 40% | 37% | 41% | 36% |
| | Definitely/Probably NOT | 4489 | 57% | 56% | 58% | 56% | 58% | 54% | 60% |
| | Not sure | 361 | 5% | 5% | 5% | 5% | 4% | 5% | 4% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 28% | 13% | 28% | 14% | 28% | 13% |
| | Somewhat Support | 3129 | 40% | 44% | 35% | 46% | 33% | 44% | 35% |
| | Somewhat Oppose | 1152 | 15% | 14% | 16% | 13% | 16% | 14% | 15% |
| | Strongly Oppose | 1803 | 23% | 13% | 34% | 12% | 35% | 13% | 35% |
| | Not sure | 153 | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 72% | 48% | 73% | 47% | 71% | 48% |
| | Oppose | 2955 | 37% | 26% | 50% | 25% | 51% | 26% | 51% |
| | Not sure | 153 | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 24% | 11% | 25% | 11% | 24% | 10% |
| | Somewhat Support | 3157 | 40% | 45% | 34% | 47% | 33% | 45% | 34% |
| | Somewhat Oppose | 1356 | 17% | 17% | 17% | 16% | 18% | 17% | 17% |
| | Strongly Oppose | 1828 | 23% | 12% | 36% | 11% | 36% | 12% | 37% |
| | Not sure | 130 | 2% | 1% | 2% | 2% | 2% | 2% | 2% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Support | 4583 | 58% | 69% | 45% | 71% | 44% | 69% | 44% |
| | Oppose | 3183 | 40% | 29% | 53% | 27% | 54% | 29% | 54% |
| | Not sure | 130 | 2% | 1% | 2% | 2% | 2% | 2% | 2% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 20% | 8% | 20% | 8% | 19% | 8% |
| | Somewhat Support | 2466 | 31% | 37% | 25% | 38% | 25% | 37% | 25% |
| | Somewhat Oppose | 1501 | 19% | 19% | 19% | 19% | 19% | 20% | 18% |
| | Strongly Oppose | 2401 | 30% | 19% | 43% | 18% | 44% | 19% | 45% |
| | Not sure | 392 | 5% | 5% | 5% | 5% | 5% | 5% | 5% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|---|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 57% | 33% | 58% | 33% | 56% | 33% |
| | Oppose | 3902 | 49% | 38% | 62% | 37% | 63% | 39% | 62% |
| | Not sure | 392 | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 27% | 46% | 25% | 48% | 27% | 46% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 48% | 27% | 48% | 28% | 47% | 27% |
| | Benefits all projects statewide | 1413 | 18% | 19% | 17% | 22% | 14% | 20% | 15% |
| | Not Sure | 637 | 8% | 6% | 11% | 5% | 11% | 5% | 11% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 54% | 26% | 55% | 26% | 54% | 25% |
| | No Toll money should not be available for transit | 3832 | 49% | 35% | 64% | 35% | 63% | 36% | 64% |
| | Not Sure | 859 | 11% | 11% | 10% | 11% | 11% | 11% | 11% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|---|------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 15% | 15% | 14% | 15% | 15% | 15% |
| | Somewhat Support | 1710 | 22% | 23% | 20% | 24% | 20% | 24% | 19% |
| | Somewhat Oppose | 1388 | 18% | 20% | 14% | 20% | 15% | 20% | 14% |
| | Strongly Oppose | 3230 | 41% | 36% | 46% | 37% | 45% | 36% | 47% |
| | Not sure | 392 | 5% | 5% | 4% | 5% | 5% | 5% | 5% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 38% | 35% | 38% | 35% | 39% | 34% |
| | Oppose | 4618 | 58% | 57% | 60% | 57% | 60% | 56% | 61% |
| | Not sure | 392 | 5% | 5% | 4% | 5% | 5% | 5% | 5% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 0% | 1% | 0% | 1% | 0% |
| | Somewhat Support | 515 | 10% | 13% | 7% | 14% | 6% | 13% | 7% |
| | Somewhat Oppose | 1259 | 25% | 29% | 20% | 29% | 21% | 30% | 20% |
| | Strongly Oppose | 2909 | 58% | 50% | 67% | 50% | 67% | 49% | 68% |
| | Not sure | 288 | 6% | 6% | 5% | 5% | 6% | 6% | 5% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 14% | 7% | 15% | 7% | 15% | 7% |
| | Oppose | 4169 | 83% | 79% | 87% | 79% | 87% | 79% | 88% |
| | Not sure | 288 | 6% | 6% | 5% | 5% | 6% | 6% | 5% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|-------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 2% | 2% | 3% | 2% | 3% | 1% |
| | Somewhat Support | 936 | 21% | 25% | 17% | 27% | 16% | 26% | 16% |
| | Somewhat Oppose | 860 | 19% | 23% | 16% | 22% | 17% | 23% | 15% |
| | Strongly Oppose | 2360 | 53% | 45% | 61% | 44% | 61% | 43% | 63% |
| | Not sure | 209 | 5% | 5% | 4% | 5% | 5% | 5% | 5% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 27% | 19% | 29% | 17% | 29% | 17% |
| | Oppose | 3220 | 72% | 68% | 77% | 66% | 78% | 66% | 78% |
| | Not sure | 209 | 5% | 5% | 4% | 5% | 5% | 5% | 5% |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 11% | 16% | 11% | 15% | 11% | 15% |
| | Large majority (75-99%) | 2485 | 31% | 31% | 32% | 31% | 32% | 31% | 32% |
| | Mostly (50-74%) | 1566 | 20% | 19% | 21% | 19% | 21% | 19% | 21% |
| | Some (25-49%) | 806 | 10% | 11% | 10% | 10% | 10% | 11% | 10% |
| | Very little (1-24%) | 1404 | 18% | 20% | 15% | 20% | 15% | 20% | 15% |
| | None (0%) | 607 | 8% | 9% | 6% | 9% | 6% | 8% | 8% |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 42% | 48% | 42% | 48% | 42% | 47% |
| | Med. Drive alone | 2372 | 30% | 29% | 31% | 29% | 31% | 30% | 30% |
| | Low Drive alone | 2011 | 25% | 29% | 22% | 29% | 21% | 28% | 22% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|-------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 1% | 3% | 1% | 3% | 1% | 3% |
| | Large majority (75-99%) | 732 | 9% | 8% | 11% | 9% | 10% | 8% | 11% |
| | Mostly (50-74%) | 954 | 12% | 10% | 14% | 10% | 14% | 11% | 14% |
| | Some (25-49%) | 1189 | 15% | 16% | 15% | 15% | 15% | 16% | 14% |
| | Very little (1-24%) | 2726 | 35% | 39% | 30% | 38% | 31% | 37% | 31% |
| | None (0%) | 2158 | 27% | 27% | 28% | 27% | 28% | 27% | 27% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 19% | 27% | 20% | 26% | 20% | 27% |
| | Low Carpool | 3915 | 50% | 54% | 44% | 53% | 46% | 53% | 45% |
| | No Carpool | 2158 | 27% | 27% | 28% | 27% | 28% | 27% | 27% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 8% | 4% | 8% | 3% | 8% | 3% |
| | Mostly (50-74%) | 360 | 5% | 6% | 3% | 6% | 3% | 6% | 3% |
| | Some (25-49%) | 297 | 4% | 6% | 2% | 5% | 2% | 5% | 2% |
| | Very little (1-24%) | 956 | 12% | 16% | 8% | 16% | 8% | 15% | 9% |
| | None (0%) | 5792 | 73% | 64% | 84% | 64% | 83% | 66% | 83% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 15% | 7% | 15% | 7% | 14% | 7% |
| | Low Transit | 1253 | 16% | 21% | 10% | 21% | 10% | 20% | 11% |
| | No Transit | 5792 | 73% | 64% | 84% | 64% | 83% | 66% | 83% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|--------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 0% | 1% | 0% | 0% | 0% | 1% |
| | Some (25-49%) | 84 | 1% | 1% | 2% | 1% | 1% | 1% | 2% |
| | Very little (1-24%) | 344 | 4% | 4% | 4% | 4% | 5% | 4% | 5% |
| | None (0%) | 7417 | 94% | 95% | 93% | 95% | 93% | 95% | 93% |
| Ride a Motorcycle % | Ride a Motorcycle 1%+ | 480 | 6% | 5% | 7% | 5% | 7% | 5% | 7% |
| | No Riding a Motorcycle | 7417 | 94% | 95% | 93% | 95% | 93% | 95% | 93% |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 3% | 1% | 2% | 1% | 3% | 1% |
| | Mostly (50-74%) | 156 | 2% | 3% | 1% | 2% | 1% | 3% | 1% |
| | Some (25-49%) | 272 | 3% | 5% | 2% | 5% | 2% | 4% | 3% |
| | Very little (1-24%) | 1688 | 21% | 26% | 16% | 25% | 17% | 24% | 18% |
| | None (0%) | 5628 | 71% | 63% | 80% | 65% | 78% | 66% | 77% |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 37% | 20% | 35% | 22% | 34% | 23% |
| | No Riding a Bike/Walking | 5628 | 71% | 63% | 80% | 65% | 78% | 66% | 77% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|-------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 22 | 0% | 0% | 1% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 2% | 1% | 1% | 1% | 1% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Very little (1-24%) | 708 | 9% | 8% | 10% | 9% | 9% | 8% | 10% |
| | None (0%) | 6996 | 89% | 90% | 87% | 89% | 88% | 90% | 87% |
| Traveling some other way % | Other Travel 1% + | 901 | 11% | 10% | 13% | 11% | 12% | 10% | 13% |
| | No Other Travel | 6996 | 89% | 90% | 87% | 89% | 88% | 90% | 87% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 25% | 21% | 25% | 21% | 24% | 22% |
| | 5000 to 9999 miles | 2667 | 34% | 34% | 34% | 34% | 33% | 34% | 34% |
| | 10000 to 14999 miles | 2038 | 26% | 26% | 25% | 25% | 26% | 26% | 25% |
| | 15000 to 19999 miles | 669 | 8% | 8% | 9% | 8% | 9% | 8% | 9% |
| | 20000 or more miles | 529 | 7% | 5% | 9% | 6% | 8% | 6% | 7% |
| | Not sure | 174 | 2% | 2% | 3% | 2% | 3% | 2% | 3% |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 35% | 24% | 35% | 24% | 33% | 26% |
| | Suburban | 2456 | 31% | 31% | 31% | 30% | 32% | 31% | 31% |
| | Small town | 1360 | 17% | 16% | 18% | 16% | 19% | 16% | 18% |
| | Rural | 1675 | 21% | 17% | 26% | 19% | 24% | 19% | 24% |
| | Not sure | 60 | 1% | 0% | 1% | 1% | 1% | 1% | 1% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| How many people live in your household including you? | 1 | 1143 | 15% | 16% | 13% | 16% | 14% | 16% | 13% |
| | 2 | 3516 | 46% | 49% | 43% | 48% | 44% | 48% | 44% |
| | 3 | 1200 | 16% | 15% | 17% | 16% | 16% | 15% | 16% |
| | 4 | 942 | 12% | 12% | 13% | 11% | 14% | 12% | 13% |
| | 5+ | 783 | 10% | 8% | 13% | 9% | 12% | 9% | 12% |
| | Prefer not to answer | 29 | 0% | 0% | 1% | 0% | 1% | 0% | 1% |
| How many children under 18 year of age live in your household | 0 | 5254 | 69% | 71% | 67% | 70% | 68% | 70% | 68% |
| | 1 | 874 | 12% | 11% | 12% | 12% | 11% | 11% | 12% |
| | 2 | 621 | 8% | 7% | 9% | 7% | 9% | 8% | 9% |
| | 3+ | 738 | 10% | 10% | 9% | 11% | 9% | 10% | 9% |
| | Prefer not to answer | 110 | 1% | 1% | 2% | 1% | 2% | 1% | 2% |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 3% | 4% | 3% | 4% | 2% | 5% |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 5% | 4% | 5% | 4% | 6% |
| | \$25,000 to \$34,999 | 487 | 6% | 6% | 7% | 6% | 7% | 6% | 7% |
| | \$35,000 to \$49,999 | 790 | 10% | 9% | 12% | 10% | 11% | 9% | 12% |
| | \$50,000 to \$74,999 | 1457 | 19% | 18% | 21% | 19% | 19% | 19% | 20% |
| | \$75,000 to \$99,999 | 1127 | 15% | 16% | 13% | 16% | 14% | 16% | 13% |
| | \$100,000 to \$149,999 | 1143 | 15% | 17% | 12% | 17% | 13% | 18% | 11% |
| | \$150,000 or more | 591 | 8% | 11% | 5% | 10% | 6% | 10% | 5% |
| | Prefer not to answer | 1406 | 19% | 16% | 21% | 15% | 22% | 16% | 21% |

| | | N | % | 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | |
|--|---------------------------------|------|-----|---|-------------|--|-------------|--|-------------|
| | | | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| | | | | % | % | % | % | % | % |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 83% | 75% | 83% | 75% | 82% | 76% |
| | Hispanic | 116 | 2% | 1% | 2% | 2% | 1% | 1% | 2% |
| | African/American | 94 | 1% | 1% | 1% | 2% | 1% | 1% | 1% |
| | Asian/Pacific Islander | 164 | 2% | 3% | 1% | 2% | 2% | 2% | 2% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 1% | 1% | 2% | 1% | 1% |
| | Other | 193 | 3% | 2% | 3% | 2% | 3% | 2% | 3% |
| | Prefer not to answer | 900 | 12% | 8% | 16% | 8% | 16% | 9% | 16% |
| What is your current employment status | Employed Full-time | 4001 | 53% | 55% | 51% | 54% | 52% | 57% | 49% |
| | Employed Part-time | 750 | 10% | 10% | 10% | 11% | 9% | 10% | 10% |
| | Student and Employed | 108 | 1% | 2% | 1% | 1% | 1% | 2% | 1% |
| | Student / Not Employed | 130 | 2% | 2% | 1% | 2% | 1% | 2% | 1% |
| | Homemaker | 254 | 3% | 3% | 4% | 3% | 4% | 3% | 4% |
| | Military Personnel | 23 | 0% | 0% | 1% | 0% | 0% | 0% | 1% |
| | Retired | 1536 | 20% | 21% | 20% | 21% | 20% | 20% | 20% |
| | Not Currently Employed | 300 | 4% | 4% | 4% | 3% | 5% | 3% | 5% |
| | Prefer not to answer | 429 | 6% | 4% | 8% | 3% | 8% | 4% | 8% |

Means

| | All | 14. Final: Tax/fee increase supported: Gas Tax - currently ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee ... | |
|---|--------|--|-------------|---|-------------|--|-------------|
| | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| Number of cases | 7897 | 4172 | 3725 | 4080 | 3816 | 4321 | 3576 |
| Row percent | 100.0% | 52.8% | 47.2% | 51.7% | 48.3% | 54.7% | 45.3% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.16 | 1.99 | 2.15 | 2.01 | 2.14 | 2.01 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.02 | 1.95 | 2.02 | 1.95 | 2.02 | 1.95 |
| 3. Rating: State giving your area it | 1.94 | 2.04 | 1.83 | 1.99 | 1.88 | 2.01 | 1.85 |
| 9. Preservation - Avg % | 45.40 | 59.63 | 29.45 | 59.25 | 30.58 | 58.54 | 29.51 |
| 10. New lanes- Avg % | 24.14 | 30.24 | 17.30 | 30.36 | 17.48 | 30.85 | 16.03 |
| 11. Transit/rail - Avg % | 37.48 | 53.56 | 19.48 | 54.27 | 19.53 | 52.51 | 19.32 |
| 12. Bike/sidewalk - Avg % | 29.99 | 44.61 | 13.61 | 43.66 | 15.37 | 42.22 | 15.20 |
| 13. Ferries - Avg % | 28.66 | 40.86 | 14.98 | 40.85 | 15.61 | 39.47 | 15.59 |
| 9. Preservation Funding | 453.95 | 596.28 | 294.54 | 592.50 | 305.81 | 585.39 | 295.09 |
| 10. New lanes Funding | 159.30 | 199.59 | 114.18 | 200.39 | 115.37 | 203.59 | 105.77 |
| 11. Transit/rail Funding | 98.95 | 141.40 | 51.42 | 143.27 | 51.57 | 138.63 | 51.01 |
| 12. Bike/sidewalk Funding | 9.90 | 14.72 | 4.49 | 14.41 | 5.07 | 13.93 | 5.02 |
| 13. Ferries Funding | 40.98 | 58.44 | 21.43 | 58.42 | 22.33 | 56.44 | 22.30 |
| Q9-13. Total Funded | 763.08 | 1010.42 | 486.06 | 1008.99 | 500.15 | 997.98 | 479.19 |
| Q9-13. Total Cost | 25.18 | 33.34 | 16.04 | 33.30 | 16.50 | 32.93 | 15.81 |
| Q9-13. Percent Funded | .36 | .48 | .23 | .48 | .24 | .48 | .23 |
| 14. Gas Tax - Raised | 150.29 | 284.48 | .00 | 213.41 | 82.80 | 216.26 | 70.55 |
| 14. Gas Tax - Cost | 5.05 | 9.56 | .00 | 7.17 | 2.78 | 7.27 | 2.37 |
| 15. MVET - Raised | 244.61 | 353.77 | 122.35 | 473.38 | .00 | 361.13 | 103.78 |
| 15. MVET - Cost | 8.85 | 12.80 | 4.43 | 17.12 | .00 | 13.06 | 3.75 |
| 16. VLF - Raised | 158.83 | 231.22 | 77.76 | 239.10 | 73.00 | 290.25 | .00 |
| 16. VLF - Cost | 4.19 | 6.11 | 2.05 | 6.32 | 1.93 | 7.67 | .00 |
| Q14-16. Total Raised | 553.72 | 869.46 | 200.10 | 925.89 | 155.80 | 867.64 | 174.34 |
| Q14-16. Total Cost | 18.09 | 28.47 | 6.48 | 30.61 | 4.71 | 28.00 | 6.13 |
| Shortfall | 209.35 | 140.96 | 285.96 | 83.10 | 344.35 | 130.34 | 304.85 |
| % of Funding Raised | .87 | 1.21 | .49 | 1.22 | .50 | 1.16 | .51 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 53.49 | 59.43 | 53.39 | 59.40 | 54.26 | 58.74 |
| 34b. % of weekly trips: Carpooling | 24.85 | 22.64 | 27.31 | 22.83 | 27.00 | 22.78 | 27.34 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 13.64 | 6.12 | 13.82 | 6.10 | 13.38 | 6.11 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | .89 | 1.44 | .93 | 1.39 | .81 | 1.56 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 8.09 | 2.90 | 7.26 | 3.91 | 7.19 | 3.77 |

Means

| | All | 14. Final: Tax/fee increase supported: Gas Tax - currently ... | | 15. Final: Tax/fee increase supported: Motor Vehicle Excise ... | | 16. Final: Tax/fee increase supported: Vehicle License Fee ... | |
|--|------|--|-------------|---|-------------|--|-------------|
| | | Increase | No Increase | Increase | No Increase | Increase | No Increase |
| 34f. % of weekly trips: Traveling some other ... | 1.98 | 1.25 | 2.80 | 1.78 | 2.20 | 1.58 | 2.47 |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|-----------------|-----------|------|------|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| Number of cases | | 7897 | | 2144 | 3084 | 2669 | 5148 | 2526 | 223 |
| Row percent | | | 100% | 27% | 39% | 34% | 65% | 32% | 3% |
| Gender | Male | 3668 | 46% | 51% | 45% | 45% | 44% | 52% | 32% |
| | Female | 3985 | 50% | 45% | 52% | 53% | 54% | 43% | 63% |
| | NA | 244 | 3% | 4% | 3% | 2% | 2% | 5% | 5% |
| Age range | 18-34 | 1543 | 20% | 18% | 17% | 23% | 21% | 16% | 30% |
| | 35-54 | 2415 | 31% | 37% | 31% | 26% | 30% | 33% | 27% |
| | 55+ | 3390 | 43% | 38% | 45% | 45% | 44% | 41% | 32% |
| | NA | 549 | 7% | 7% | 7% | 6% | 5% | 10% | 11% |
| Gender by Age | F <35 | 910 | 12% | 10% | 11% | 13% | 12% | 9% | 18% |
| | M 35-54 | 1069 | 14% | 17% | 13% | 11% | 12% | 17% | 8% |
| | F 35-54 | 1312 | 17% | 19% | 17% | 14% | 17% | 15% | 19% |
| | M 55+ | 1821 | 23% | 24% | 24% | 22% | 22% | 26% | 12% |
| | F 55+ | 1541 | 20% | 14% | 20% | 23% | 22% | 14% | 20% |
| | NA | 647 | 8% | 9% | 9% | 7% | 6% | 12% | 11% |
| Ethnicity | M <35 | 596 | 8% | 7% | 6% | 10% | 8% | 7% | 12% |
| | White | 5978 | 79% | 76% | 78% | 84% | 83% | 72% | 71% |
| | Non-white | 654 | 9% | 9% | 9% | 8% | 8% | 8% | 17% |
| | Refused | 900 | 12% | 15% | 13% | 9% | 8% | 19% | 12% |
| HH Income | <\$50K | 1869 | 25% | 20% | 24% | 29% | 23% | 27% | 29% |
| | \$50K+ | 4318 | 57% | 59% | 56% | 56% | 60% | 51% | 45% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|--------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Ref inc | 1406 | 19% | 21% | 20% | 15% | 16% | 23% | 26% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 37% | 54% | 76% | 59% | 52% | 63% |
| | 10K+ miles | 3236 | 41% | 61% | 43% | 22% | 39% | 46% | 30% |
| | Not sure | 174 | 2% | 2% | 3% | 2% | 2% | 2% | 7% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 21% | 27% | 40% | 33% | 22% | 34% |
| | Suburban | 2456 | 31% | 34% | 32% | 28% | 30% | 32% | 34% |
| | Rural | 3094 | 39% | 45% | 41% | 32% | 36% | 46% | 32% |
| Education | Did not graduate college | 3030 | 42% | 49% | 44% | 35% | 37% | 53% | 52% |
| | Graduated college' | 4182 | 58% | 51% | 56% | 65% | 63% | 47% | 48% |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 1% | 0% | 0% | 0% | 0% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Benton | 223 | 3% | 3% | 4% | 2% | 3% | 4% | 0% |
| | Chelan | 94 | 1% | 1% | 2% | 1% | 1% | 2% | 1% |
| | Clallam | 44 | 1% | 1% | 1% | 1% | 0% | 1% | 2% |
| | Clark | 495 | 6% | 7% | 7% | 5% | 5% | 9% | 4% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 2% | 2% | 1% | 1% | 2% | 2% |
| | Douglas | 52 | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 0% | 1% | 1% | 1% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 2% | 1% | 1% | 1% | 1% | 2% |
| | Grays Harbor | 69 | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Island | 126 | 2% | 1% | 2% | 2% | 2% | 1% | 1% |
| | Jefferson | 47 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | King | 2702 | 35% | 27% | 31% | 45% | 39% | 25% | 37% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|------|----------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| RTPO | Kitsap | 356 | 5% | 4% | 5% | 5% | 5% | 3% | 4% |
| | Kittitas | 67 | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Klickitat | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Lewis | 82 | 1% | 1% | 1% | 1% | 1% | 2% | 0% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mason | 30 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Okanogan | 36 | 0% | 1% | 0% | 0% | 0% | 1% | 1% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 2% |
| | Pierce | 647 | 8% | 11% | 8% | 6% | 7% | 10% | 12% |
| | San Juan | 91 | 1% | 1% | 1% | 2% | 1% | 1% | 1% |
| | Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 10% | 9% | 7% | 8% | 10% | 6% |
| | Spokane | 541 | 7% | 8% | 8% | 5% | 6% | 9% | 8% |
| | Stevens | 53 | 1% | 1% | 1% | 1% | 1% | 1% | 2% |
| | Thurston | 295 | 4% | 4% | 4% | 4% | 4% | 3% | 2% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Whatcom | 233 | 3% | 3% | 3% | 3% | 3% | 4% | 2% |
| | Whitman | 62 | 1% | 0% | 1% | 1% | 1% | 1% | 0% |
| | Yakima | 277 | 4% | 3% | 4% | 3% | 4% | 3% | 7% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | | | | | | | | | |
| | BFWW | 364 | 5% | 5% | 6% | 3% | 4% | 6% | 1% |
| | NE WA | 68 | 1% | 1% | 1% | 1% | 1% | 1% | 3% |
| | N. Central | 183 | 2% | 2% | 3% | 2% | 2% | 3% | 3% |
| | Palouse | 95 | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Peninsula | 477 | 6% | 5% | 6% | 7% | 7% | 5% | 6% |
| | PSRC | 4011 | 51% | 48% | 48% | 58% | 54% | 46% | 56% |
| | QuadCo | 183 | 2% | 4% | 2% | 2% | 2% | 2% | 2% |
| | Skagit/Isi | 239 | 3% | 2% | 3% | 3% | 4% | 2% | 2% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|-------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Spokane | 541 | 7% | 8% | 8% | 5% | 6% | 9% | 8% |
| | SW RTC | 528 | 7% | 8% | 7% | 5% | 5% | 10% | 5% |
| | SW RTPO | 305 | 4% | 5% | 4% | 3% | 3% | 5% | 3% |
| | Thurston | 295 | 4% | 4% | 4% | 4% | 4% | 3% | 2% |
| | Whatcom | 233 | 3% | 3% | 3% | 3% | 3% | 4% | 2% |
| | Yakima | 277 | 4% | 3% | 4% | 3% | 4% | 3% | 7% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 3% | 2% | 2% | 2% | 3% | 2% |
| | B Above Average | 1875 | 24% | 19% | 23% | 28% | 27% | 17% | 25% |
| | C Average | 3566 | 45% | 43% | 48% | 44% | 46% | 44% | 36% |
| | D Below Average | 1637 | 21% | 23% | 19% | 21% | 19% | 23% | 20% |
| | F Failing | 538 | 7% | 11% | 6% | 4% | 4% | 12% | 12% |
| | Not sure | 102 | 1% | 1% | 2% | 1% | 1% | 2% | 5% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 22% | 25% | 30% | 29% | 20% | 27% |
| | C=Average | 3566 | 45% | 43% | 48% | 44% | 46% | 44% | 36% |
| | D/F=Below Average | 2175 | 28% | 34% | 25% | 25% | 24% | 35% | 32% |
| | Not sure | 102 | 1% | 1% | 2% | 1% | 1% | 2% | 5% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 2% | 3% | 3% | 3% | 3% | 1% |
| | B Above Average | 1560 | 20% | 17% | 20% | 22% | 22% | 16% | 17% |
| | C Average | 3298 | 42% | 40% | 44% | 41% | 42% | 41% | 34% |
| | D Below Average | 2058 | 26% | 29% | 25% | 25% | 26% | 26% | 28% |
| | F Failing | 733 | 9% | 11% | 9% | 8% | 7% | 13% | 16% |
| | Not sure | 39 | 0% | 1% | 1% | 0% | 0% | 1% | 4% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|-------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 19% | 22% | 25% | 24% | 19% | 18% |
| | C=Average | 3298 | 42% | 40% | 44% | 41% | 42% | 41% | 34% |
| | D/F=Below Average | 2791 | 35% | 40% | 34% | 34% | 33% | 39% | 43% |
| | Not sure | 39 | 0% | 1% | 1% | 0% | 0% | 1% | 4% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 3% | 2% | 3% | 3% | 3% | 0% |
| | B Above Average | 1105 | 14% | 11% | 14% | 17% | 17% | 9% | 7% |
| | C Average | 2878 | 36% | 34% | 38% | 36% | 38% | 34% | 30% |
| | D Below Average | 1874 | 24% | 26% | 25% | 21% | 23% | 25% | 21% |
| | F Failing | 888 | 11% | 16% | 11% | 8% | 8% | 18% | 11% |
| | Not sure | 940 | 12% | 10% | 11% | 15% | 12% | 11% | 30% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 14% | 16% | 20% | 20% | 12% | 7% |
| | C=Average | 2878 | 36% | 34% | 38% | 36% | 38% | 34% | 30% |
| | D/F=Below Average | 2761 | 35% | 42% | 36% | 29% | 31% | 43% | 32% |
| | Not sure | 940 | 12% | 10% | 11% | 15% | 12% | 11% | 30% |
| 4. Agree/Disagree: The State needs | Strongly Agree | 2302 | 29% | 20% | 27% | 39% | 42% | 4% | 11% |
| | Somewhat | 2581 | 33% | 28% | 34% | 34% | 42% | 14% | 38% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|-------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Somewhat Disagree | 1360 | 17% | 23% | 17% | 14% | 10% | 33% | 12% |
| | Strongly Disagree | 1284 | 16% | 25% | 17% | 8% | 2% | 46% | 9% |
| | Not sure | 370 | 5% | 3% | 5% | 5% | 4% | 3% | 30% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 49% | 61% | 73% | 84% | 18% | 49% |
| | Disagree | 2644 | 33% | 48% | 33% | 22% | 12% | 79% | 21% |
| | Not sure | 370 | 5% | 3% | 5% | 5% | 4% | 3% | 30% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 11% | 16% | 28% | 28% | 1% | 6% |
| | Somewhat Support | 2526 | 32% | 24% | 33% | 37% | 45% | 7% | 19% |
| | Somewhat Oppose | 1331 | 17% | 19% | 17% | 15% | 15% | 20% | 18% |
| | Strongly Oppose | 2293 | 29% | 43% | 30% | 17% | 9% | 71% | 23% |
| | Not sure | 271 | 3% | 2% | 4% | 4% | 3% | 1% | 34% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 36% | 49% | 65% | 73% | 8% | 25% |
| | Oppose | 3624 | 46% | 62% | 47% | 32% | 24% | 90% | 41% |
| | Not sure | 271 | 3% | 2% | 4% | 4% | 3% | 1% | 34% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 7% | 10% | 15% | 16% | 1% | 2% |
| | Somewhat Support | 1651 | 21% | 16% | 20% | 27% | 30% | 3% | 8% |
| | Somewhat Oppose | 1514 | 19% | 18% | 19% | 20% | 23% | 11% | 10% |
| | Strongly Oppose | 3585 | 45% | 57% | 47% | 33% | 26% | 84% | 50% |
| | Not sure | 280 | 4% | 2% | 3% | 5% | 4% | 1% | 31% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Support | 2519 | 32% | 22% | 30% | 42% | 47% | 4% | 10% |
| | Oppose | 5098 | 65% | 75% | 67% | 54% | 50% | 95% | 60% |
| | Not sure | 280 | 4% | 2% | 3% | 5% | 4% | 1% | 31% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 1% | 3% | 3% | 4% | 0% | 0% |
| | Somewhat Support | 1173 | 22% | 18% | 21% | 27% | 37% | 5% | 21% |
| | Somewhat Oppose | 1329 | 25% | 21% | 26% | 27% | 31% | 18% | 21% |
| | Strongly Oppose | 2561 | 48% | 57% | 47% | 38% | 24% | 75% | 35% |
| | Not sure | 200 | 4% | 3% | 3% | 5% | 5% | 1% | 24% |
| 7. Support/Oppose: What if it cost the | Support | 1290 | 24% | 19% | 23% | 30% | 41% | 5% | 21% |
| | Oppose | 3889 | 72% | 78% | 73% | 65% | 55% | 94% | 56% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Not sure | 200 | 4% | 3% | 3% | 5% | 5% | 1% | 24% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Strongly Support | 66 | 2% | 1% | 2% | 2% | 3% | 0% | 2% |
| | Somewhat Support | 854 | 21% | 17% | 20% | 26% | 38% | 9% | 16% |
| | Somewhat Oppose | 927 | 23% | 19% | 23% | 26% | 28% | 19% | 22% |
| | Strongly Oppose | 2046 | 50% | 59% | 50% | 39% | 24% | 69% | 35% |
| | Not sure | 196 | 5% | 4% | 5% | 6% | 6% | 2% | 25% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Support | 920 | 22% | 18% | 22% | 29% | 42% | 9% | 18% |
| | Oppose | 2973 | 73% | 78% | 73% | 66% | 52% | 88% | 57% |
| | Not sure | 196 | 5% | 4% | 5% | 6% | 6% | 2% | 25% |
| 9. Final: % of need funded: Preservation/maintenance of existing transportation system | 0-9 | 1758 | 22% | 30% | 24% | 14% | 9% | 48% | 29% |
| | 10-19 | 564 | 7% | 8% | 7% | 6% | 6% | 9% | 11% |
| | 20-29 | 830 | 11% | 11% | 11% | 9% | 11% | 10% | 11% |
| | 30-39 | 529 | 7% | 5% | 7% | 7% | 8% | 5% | 9% |
| | 40-49 | 494 | 6% | 6% | 7% | 6% | 7% | 4% | 12% |
| | 50-59 | 1055 | 13% | 11% | 13% | 15% | 16% | 9% | 11% |
| | 60-69 | 332 | 4% | 4% | 4% | 5% | 5% | 2% | 1% |
| | 70-79 | 467 | 6% | 4% | 5% | 8% | 7% | 3% | 7% |
| | 80-89 | 232 | 3% | 2% | 3% | 4% | 4% | 1% | 1% |
| | 90-100 | 1636 | 21% | 19% | 18% | 26% | 27% | 9% | 9% |
| 10. Final: % of need funded: Adding new lands | 0-9 | 3518 | 45% | 46% | 44% | 44% | 34% | 65% | 56% |
| | 10-19 | 909 | 12% | 11% | 12% | 11% | 13% | 9% | 9% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|--------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | 20-29 | 947 | 12% | 10% | 13% | 13% | 13% | 8% | 18% |
| | 30-39 | 503 | 6% | 6% | 6% | 6% | 8% | 4% | 3% |
| | 40-49 | 318 | 4% | 4% | 4% | 4% | 5% | 2% | 3% |
| | 50-59 | 672 | 9% | 8% | 8% | 9% | 10% | 5% | 6% |
| | 60-69 | 170 | 2% | 3% | 2% | 2% | 3% | 1% | 1% |
| | 70-79 | 208 | 3% | 3% | 2% | 3% | 3% | 1% | 2% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | 90-100 | 565 | 7% | 8% | 7% | 7% | 9% | 4% | 3% |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 54% | 41% | 25% | 22% | 73% | 48% |
| | 10-19 | 589 | 7% | 8% | 8% | 6% | 8% | 6% | 8% |
| | 20-29 | 592 | 7% | 7% | 7% | 8% | 9% | 5% | 8% |
| | 30-39 | 359 | 5% | 4% | 5% | 4% | 5% | 3% | 3% |
| | 40-49 | 299 | 4% | 3% | 4% | 4% | 4% | 3% | 2% |
| | 50-59 | 624 | 8% | 6% | 8% | 9% | 10% | 3% | 5% |
| | 60-69 | 180 | 2% | 2% | 2% | 3% | 3% | 1% | 2% |
| | 70-79 | 300 | 4% | 3% | 4% | 4% | 5% | 2% | 5% |
| | 80-89 | 177 | 2% | 1% | 2% | 3% | 3% | 1% | 5% |
| | 90-100 | 1676 | 21% | 13% | 18% | 32% | 29% | 5% | 13% |
| | | | | | | | | | |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 66% | 54% | 40% | 39% | 80% | 52% |
| | 10-19 | 636 | 8% | 7% | 8% | 8% | 9% | 5% | 9% |
| | 20-29 | 486 | 6% | 7% | 6% | 6% | 7% | 3% | 8% |
| | 30-39 | 210 | 3% | 2% | 4% | 2% | 3% | 2% | 3% |
| | 40-49 | 151 | 2% | 1% | 2% | 2% | 2% | 1% | 4% |
| | 50-59 | 369 | 5% | 3% | 5% | 6% | 6% | 1% | 2% |
| | 60-69 | 93 | 1% | 1% | 1% | 2% | 2% | 1% | 0% |
| | 70-79 | 126 | 2% | 1% | 1% | 3% | 2% | 0% | 3% |
| | 80-89 | 85 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 1602 | 20% | 12% | 17% | 30% | 28% | 6% | 18% |
| | | | | | | | | | |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|--|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 56% | 46% | 35% | 31% | 73% | 60% |
| | 10-19 | 838 | 11% | 9% | 12% | 11% | 12% | 9% | 7% |
| | 20-29 | 702 | 9% | 8% | 9% | 10% | 11% | 5% | 11% |
| | 30-39 | 375 | 5% | 5% | 5% | 5% | 6% | 3% | 3% |
| | 40-49 | 243 | 3% | 3% | 3% | 3% | 4% | 1% | 5% |
| | 50-59 | 633 | 8% | 6% | 7% | 11% | 11% | 3% | 6% |
| | 60-69 | 141 | 2% | 2% | 2% | 2% | 2% | 1% | 1% |
| | 70-79 | 224 | 3% | 2% | 2% | 4% | 4% | 1% | 1% |
| | 80-89 | 93 | 1% | 1% | 1% | 1% | 2% | 0% | 0% |
| | 90-100 | 1080 | 14% | 10% | 13% | 17% | 19% | 4% | 7% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 21% | 26% | 24% | 30% | 11% | 22% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 9% | 13% | 19% | 19% | 3% | 4% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 8% | 11% | 25% | 21% | 3% | 11% |
| | No Gas Tax increase | 3725 | 47% | 62% | 50% | 32% | 29% | 83% | 63% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 38% | 50% | 68% | 71% | 17% | 37% |
| | No Increase | 3725 | 47% | 62% | 50% | 32% | 29% | 83% | 63% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 21% | 28% | 26% | 32% | 12% | 22% |
| | 1.5% MVET | 1094 | 14% | 10% | 13% | 18% | 20% | 3% | 10% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|--|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 7% | 10% | 20% | 18% | 2% | 7% |
| | No State MVET | 3816 | 48% | 62% | 50% | 36% | 31% | 83% | 61% |
| 15. Final: Tax/fee increase | Increase | 4080 | 52% | 38% | 50% | 64% | 69% | 17% | 39% |
| supported: Motor Vehicle Excise Tax - currently no state MVET | No Increase | 3816 | 48% | 62% | 50% | 36% | 31% | 83% | 61% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 28% | 33% | 37% | 41% | 16% | 35% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 11% | 14% | 19% | 21% | 3% | 8% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 5% | 5% | 10% | 10% | 1% | 2% |
| | No VLF increase | 3576 | 45% | 56% | 47% | 35% | 28% | 79% | 56% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 44% | 53% | 65% | 72% | 21% | 44% |
| | No Increase | 3576 | 45% | 56% | 47% | 35% | 28% | 79% | 56% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation | Strongly Agree | 1985 | 25% | 16% | 23% | 35% | 39% | 0% | 0% |
| | Somewhat Agree | 3163 | 40% | 35% | 41% | 43% | 61% | 0% | 0% |
| | Somewhat Disagree | 1069 | 14% | 16% | 15% | 10% | 0% | 42% | 0% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|--|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Disagree | 1457 | 18% | 30% | 18% | 9% | 0% | 58% | 0% |
| | Not Sure | 223 | 3% | 2% | 4% | 2% | 0% | 0% | 100% |
| | Agree | 5148 | 65% | 51% | 64% | 78% | 100% | 0% | 0% |
| | Disagree | 2526 | 32% | 46% | 33% | 20% | 0% | 100% | 0% |
| | Not sure | 223 | 3% | 2% | 4% | 2% | 0% | 0% | 100% |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 48% | 48% | 55% | 59% | 34% | 29% |
| | No not aware of funding shortfall | 2251 | 29% | 23% | 29% | 32% | 35% | 13% | 49% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 29% | 23% | 12% | 5% | 53% | 22% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 3% | 4% | 6% | 7% | 1% | 1% |
| | Probably | 1548 | 20% | 16% | 18% | 24% | 27% | 5% | 14% |
| | Probably Not | 1694 | 21% | 17% | 21% | 25% | 26% | 12% | 14% |
| | Definitely Not | 3937 | 50% | 62% | 51% | 39% | 35% | 80% | 51% |
| | Not Sure | 343 | 4% | 2% | 5% | 5% | 5% | 2% | 21% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|-------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely/Probably | 1924 | 24% | 19% | 23% | 31% | 34% | 6% | 15% |
| | Definitely/Probably NOT | 5630 | 71% | 79% | 72% | 65% | 61% | 93% | 64% |
| | Not sure | 343 | 4% | 2% | 5% | 5% | 5% | 2% | 21% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 19% | 28% | 41% | 40% | 11% | 15% |
| | Probably | 2615 | 33% | 32% | 34% | 33% | 37% | 25% | 36% |
| | Probably Not | 1051 | 13% | 14% | 14% | 12% | 12% | 15% | 14% |
| | Definitely Not | 1685 | 21% | 33% | 21% | 12% | 9% | 47% | 19% |
| | Not Sure | 187 | 2% | 2% | 3% | 2% | 2% | 2% | 16% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 51% | 62% | 74% | 77% | 36% | 51% |
| | Definitely/Probably NOT | 2736 | 35% | 47% | 35% | 24% | 21% | 62% | 33% |
| | Not sure | 187 | 2% | 2% | 3% | 2% | 2% | 2% | 16% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 9% | 13% | 24% | 21% | 5% | 10% |
| | Probably | 1877 | 24% | 17% | 23% | 30% | 29% | 13% | 18% |
| | Probably Not | 1478 | 19% | 16% | 19% | 20% | 21% | 14% | 15% |
| | Definitely Not | 2942 | 37% | 54% | 39% | 21% | 24% | 65% | 35% |
| | Not Sure | 379 | 5% | 3% | 6% | 5% | 5% | 2% | 21% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|-------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 27% | 36% | 53% | 50% | 19% | 28% |
| | Definitely/Probably NOT | 4420 | 56% | 71% | 58% | 41% | 45% | 79% | 51% |
| | Not sure | 379 | 5% | 3% | 6% | 5% | 5% | 2% | 21% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 5% | 8% | 18% | 14% | 3% | 3% |
| | Probably | 1662 | 21% | 16% | 20% | 26% | 28% | 7% | 14% |
| | Probably Not | 1423 | 18% | 16% | 18% | 20% | 22% | 10% | 14% |
| | Definitely Not | 3745 | 47% | 62% | 50% | 33% | 31% | 79% | 54% |
| | Not Sure | 242 | 3% | 2% | 3% | 4% | 3% | 1% | 15% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 21% | 29% | 44% | 43% | 10% | 17% |
| | Definitely/Probably NOT | 5168 | 65% | 78% | 68% | 53% | 54% | 89% | 68% |
| | Not sure | 242 | 3% | 2% | 3% | 4% | 3% | 1% | 15% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 17% | 18% | 22% | 24% | 10% | 12% |
| | Probably | 2781 | 35% | 31% | 37% | 37% | 40% | 25% | 39% |
| | Probably Not | 1117 | 14% | 13% | 14% | 15% | 16% | 11% | 10% |
| | Definitely Not | 2185 | 28% | 37% | 27% | 22% | 17% | 50% | 21% |
| | Not Sure | 309 | 4% | 3% | 5% | 4% | 4% | 3% | 18% |
| 24. Good way to provide transportation funding: | Definitely/Probably | 4286 | 54% | 47% | 54% | 60% | 64% | 36% | 51% |
| | Definitely/Probably NOT | 3302 | 42% | 50% | 41% | 36% | 33% | 62% | 30% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|-------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Not sure | 309 | 4% | 3% | 5% | 4% | 4% | 3% | 18% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 22% | 17% | 14% | 18% | 17% | 14% |
| | Probably | 1667 | 21% | 22% | 21% | 20% | 23% | 17% | 12% |
| | Probably Not | 1478 | 19% | 16% | 18% | 22% | 22% | 12% | 14% |
| | Definitely Not | 3012 | 38% | 36% | 39% | 39% | 32% | 51% | 37% |
| | Not Sure | 361 | 5% | 3% | 5% | 5% | 4% | 4% | 23% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 44% | 38% | 34% | 41% | 34% | 26% |
| | Definitely/Probably NOT | 4489 | 57% | 53% | 56% | 61% | 54% | 62% | 51% |
| | Not sure | 361 | 5% | 3% | 5% | 5% | 4% | 4% | 23% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 18% | 20% | 25% | 27% | 10% | 15% |
| | Somewhat Support | 3129 | 40% | 36% | 41% | 40% | 45% | 30% | 36% |
| | Somewhat Oppose | 1152 | 15% | 15% | 14% | 15% | 14% | 16% | 15% |
| | Strongly Oppose | 1803 | 23% | 30% | 23% | 18% | 13% | 43% | 21% |
| | Not sure | 153 | 2% | 1% | 2% | 2% | 2% | 1% | 13% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 54% | 61% | 65% | 72% | 39% | 51% |
| | Oppose | 2955 | 37% | 44% | 36% | 33% | 27% | 59% | 36% |
| | Not sure | 153 | 2% | 1% | 2% | 2% | 2% | 1% | 13% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 14% | 18% | 21% | 23% | 7% | 13% |
| | Somewhat Support | 3157 | 40% | 36% | 41% | 42% | 45% | 29% | 39% |
| | Somewhat Oppose | 1356 | 17% | 18% | 16% | 18% | 17% | 17% | 19% |
| | Strongly Oppose | 1828 | 23% | 31% | 23% | 17% | 13% | 45% | 19% |
| | Not sure | 130 | 2% | 1% | 2% | 2% | 1% | 1% | 9% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Support | 4583 | 58% | 50% | 59% | 63% | 69% | 37% | 53% |
| | Oppose | 3183 | 40% | 49% | 39% | 35% | 30% | 62% | 38% |
| | Not sure | 130 | 2% | 1% | 2% | 2% | 1% | 1% | 9% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 12% | 12% | 18% | 18% | 7% | 7% |
| | Somewhat Support | 2466 | 31% | 28% | 32% | 33% | 37% | 20% | 24% |
| | Somewhat Oppose | 1501 | 19% | 17% | 20% | 20% | 20% | 17% | 24% |
| | Strongly Oppose | 2401 | 30% | 39% | 30% | 24% | 19% | 53% | 27% |
| | Not sure | 392 | 5% | 3% | 6% | 5% | 5% | 3% | 18% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 40% | 45% | 51% | 55% | 27% | 31% |
| | Oppose | 3902 | 49% | 57% | 49% | 43% | 39% | 70% | 51% |
| | Not sure | 392 | 5% | 3% | 6% | 5% | 5% | 3% | 18% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---|---|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 42% | 38% | 30% | 27% | 53% | 39% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 33% | 36% | 45% | 46% | 23% | 34% |
| | Benefits all projects statewide | 1413 | 18% | 15% | 19% | 19% | 21% | 12% | 13% |
| | Not Sure | 637 | 8% | 10% | 8% | 7% | 6% | 12% | 14% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 27% | 39% | 53% | 52% | 17% | 35% |
| | No Toll money should not be available for transit | 3832 | 49% | 63% | 48% | 37% | 37% | 73% | 39% |
| | Not Sure | 859 | 11% | 9% | 13% | 10% | 11% | 10% | 26% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 20% | 14% | 12% | 16% | 13% | 14% |
| | Somewhat Support | 1710 | 22% | 23% | 22% | 20% | 24% | 18% | 10% |
| | Somewhat Oppose | 1388 | 18% | 15% | 17% | 20% | 20% | 13% | 21% |
| | Strongly Oppose | 3230 | 41% | 39% | 39% | 44% | 36% | 52% | 33% |
| | Not sure | 392 | 5% | 4% | 7% | 4% | 5% | 3% | 21% |
| 31. Support/Oppose: a \$200 per year | Support | 2887 | 37% | 42% | 37% | 32% | 40% | 31% | 24% |
| | Oppose | 4618 | 58% | 54% | 57% | 64% | 55% | 65% | 54% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|---------------------|------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Not sure | 392 | 5% | 4% | 7% | 4% | 5% | 3% | 21% |
| 32. | Strongly Support | 38 | 1% | 1% | 1% | 1% | 1% | 0% | 0% |
| Support/Oppose: | Somewhat Support | 515 | 10% | 8% | 11% | 11% | 14% | 5% | 4% |
| a flat fee of \$125 | Somewhat Oppose | 1259 | 25% | 24% | 24% | 27% | 29% | 18% | 25% |
| per year on | Strongly Oppose | 2909 | 58% | 61% | 58% | 56% | 50% | 73% | 42% |
| vehicles that get | Not sure | 288 | 6% | 6% | 7% | 4% | 6% | 4% | 30% |
| over 50 miles per | | | | | | | | | |
| gallon? | | | | | | | | | |
| 32. | Support | 553 | 11% | 8% | 12% | 12% | 15% | 5% | 4% |
| Support/Oppose: | Oppose | 4169 | 83% | 86% | 81% | 84% | 80% | 91% | 66% |
| a flat fee of \$125 | Not sure | 288 | 6% | 6% | 7% | 4% | 6% | 4% | 30% |
| per year on | | | | | | | | | |
| vehicles that get | | | | | | | | | |
| over 50 miles per | | | | | | | | | |
| gallon? | | | | | | | | | |
| 33. | Strongly Support | 91 | 2% | 1% | 2% | 2% | 3% | 1% | 1% |
| Support/Oppose: | Somewhat Support | 936 | 21% | 19% | 22% | 22% | 25% | 15% | 21% |
| a flat fee of \$50 | Somewhat Oppose | 860 | 19% | 18% | 16% | 23% | 23% | 13% | 17% |
| per year on | Strongly Oppose | 2360 | 53% | 57% | 53% | 50% | 45% | 68% | 37% |
| vehicles that get | Not sure | 209 | 5% | 4% | 6% | 4% | 4% | 3% | 25% |
| over 50 miles per | | | | | | | | | |
| gallon? | | | | | | | | | |
| 33. | Support | 1028 | 23% | 20% | 24% | 24% | 28% | 16% | 21% |
| Support/Oppose: | Oppose | 3220 | 72% | 76% | 70% | 73% | 68% | 81% | 54% |
| a flat fee of \$50 | Not sure | 209 | 5% | 4% | 6% | 4% | 4% | 3% | 25% |
| per year on | | | | | | | | | |
| vehicles that get | | | | | | | | | |
| over 50 miles per | | | | | | | | | |
| gallon? | | | | | | | | | |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|-------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 13% | 14% | 12% | 12% | 16% | 15% |
| | Large majority (75-99%) | 2485 | 31% | 40% | 32% | 23% | 32% | 32% | 25% |
| | Mostly (50-74%) | 1566 | 20% | 21% | 21% | 18% | 18% | 22% | 25% |
| | Some (25-49%) | 806 | 10% | 10% | 10% | 11% | 11% | 9% | 10% |
| | Very little (1-24%) | 1404 | 18% | 13% | 16% | 24% | 19% | 15% | 14% |
| | None (0%) | 607 | 8% | 3% | 6% | 13% | 8% | 7% | 11% |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 53% | 46% | 35% | 43% | 47% | 39% |
| | Med. Drive alone | 2372 | 30% | 31% | 31% | 28% | 29% | 31% | 35% |
| | Low Drive alone | 2011 | 25% | 16% | 23% | 36% | 27% | 22% | 26% |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 1% | 2% | 1% | 1% | 3% | 2% |
| | Large majority (75-99%) | 732 | 9% | 9% | 10% | 9% | 9% | 11% | 8% |
| | Mostly (50-74%) | 954 | 12% | 12% | 13% | 11% | 11% | 15% | 13% |
| | Some (25-49%) | 1189 | 15% | 18% | 15% | 13% | 15% | 15% | 19% |
| | Very little (1-24%) | 2726 | 35% | 34% | 33% | 36% | 38% | 28% | 28% |
| | None (0%) | 2158 | 27% | 25% | 27% | 29% | 27% | 28% | 29% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 23% | 25% | 21% | 20% | 29% | 24% |
| | Low Carpool | 3915 | 50% | 52% | 48% | 49% | 53% | 44% | 48% |
| | No Carpool | 2158 | 27% | 25% | 27% | 29% | 27% | 28% | 29% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 1% | 0% | 0% | 1% |
| | Large majority | 472 | 6% | 2% | 5% | 11% | 8% | 2% | 6% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|-------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Mostly (50-74%) | 360 | 5% | 3% | 4% | 7% | 6% | 2% | 4% |
| | Some (25-49%) | 297 | 4% | 1% | 3% | 6% | 5% | 2% | 3% |
| | Very little (1-24%) | 956 | 12% | 8% | 11% | 16% | 15% | 7% | 12% |
| | None (0%) | 5792 | 73% | 86% | 76% | 60% | 67% | 87% | 75% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 4% | 9% | 18% | 14% | 5% | 11% |
| | Low Transit | 1253 | 16% | 10% | 15% | 22% | 20% | 8% | 14% |
| | No Transit | 5792 | 73% | 86% | 76% | 60% | 67% | 87% | 75% |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 1% | 0% | 0% | 0% | 1% | 0% |
| | Some (25-49%) | 84 | 1% | 2% | 1% | 0% | 1% | 2% | 0% |
| | Very little (1-24%) | 344 | 4% | 6% | 5% | 3% | 4% | 5% | 3% |
| | None (0%) | 7417 | 94% | 92% | 93% | 97% | 95% | 92% | 97% |
| | | | | | | | | | |
| Ride a Motorcycle % | Ride a Motorcycle 1%+ | 480 | 6% | 8% | 7% | 3% | 5% | 8% | 3% |
| | No Riding a Motorcycle | 7417 | 94% | 92% | 93% | 97% | 95% | 92% | 97% |
| % of weekly trips: Riding a bicycle or walking instead of driving | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority | 147 | 2% | 1% | 1% | 4% | 2% | 1% | 4% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|--------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Mostly (50-74%) | 156 | 2% | 1% | 1% | 4% | 2% | 2% | 4% |
| | Some (25-49%) | 272 | 3% | 2% | 3% | 6% | 4% | 2% | 2% |
| | Very little (1-24%) | 1688 | 21% | 16% | 20% | 27% | 24% | 16% | 24% |
| | None (0%) | 5628 | 71% | 80% | 76% | 59% | 68% | 79% | 67% |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 20% | 24% | 41% | 32% | 21% | 33% |
| | No Riding a Bike/Walking | 5628 | 71% | 80% | 76% | 59% | 68% | 79% | 67% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 1% | 1% | 1% | 2% | 0% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Very little (1-24%) | 708 | 9% | 9% | 10% | 7% | 9% | 9% | 8% |
| | None (0%) | 6996 | 89% | 88% | 87% | 91% | 89% | 88% | 91% |
| Traveling some other way % | Other Travel 1% + | 901 | 11% | 12% | 13% | 9% | 11% | 12% | 9% |
| | No Other Travel | 6996 | 89% | 88% | 87% | 91% | 89% | 88% | 91% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 12% | 20% | 36% | 24% | 20% | 37% |
| | 5000 to 9999 miles | 2667 | 34% | 24% | 35% | 40% | 35% | 32% | 26% |
| | 10000 to 14999 miles | 2038 | 26% | 30% | 31% | 16% | 26% | 26% | 20% |
| | 15000 to 19999 miles | 669 | 8% | 15% | 8% | 3% | 8% | 10% | 4% |
| | 20000 or more miles | 529 | 7% | 16% | 4% | 3% | 5% | 10% | 6% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|----------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| | Not sure | 174 | 2% | 2% | 3% | 2% | 2% | 2% | 7% |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 21% | 27% | 40% | 33% | 22% | 34% |
| | Suburban | 2456 | 31% | 34% | 32% | 28% | 30% | 32% | 34% |
| | Small town | 1360 | 17% | 17% | 19% | 15% | 17% | 19% | 11% |
| | Rural | 1675 | 21% | 27% | 21% | 17% | 19% | 26% | 18% |
| | Not sure | 60 | 1% | 1% | 1% | 1% | 1% | 1% | 3% |
| How many people live in your household including you? | 1 | 1143 | 15% | 9% | 12% | 23% | 16% | 13% | 11% |
| | 2 | 3516 | 46% | 42% | 48% | 48% | 49% | 41% | 37% |
| | 3 | 1200 | 16% | 18% | 16% | 14% | 16% | 16% | 10% |
| | 4 | 942 | 12% | 16% | 13% | 8% | 11% | 15% | 10% |
| | 5+ | 783 | 10% | 14% | 10% | 8% | 8% | 14% | 32% |
| | Prefer not to answer | 29 | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| How many children under18 year of age live in your household | 0 | 5254 | 69% | 62% | 68% | 76% | 71% | 66% | 63% |
| | 1 | 874 | 12% | 14% | 11% | 10% | 11% | 12% | 11% |
| | 2 | 621 | 8% | 11% | 9% | 5% | 7% | 10% | 12% |
| | 3+ | 738 | 10% | 11% | 10% | 9% | 10% | 10% | 11% |
| | Prefer not to answer | 110 | 1% | 2% | 2% | 1% | 1% | 3% | 2% |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 2% | 3% | 4% | 3% | 3% | 2% |
| | \$15,000 to \$24,999 | 346 | 5% | 4% | 4% | 5% | 4% | 6% | 1% |
| | \$25,000 to \$34,999 | 487 | 6% | 5% | 7% | 8% | 6% | 6% | 6% |
| | \$35,000 to \$49,999 | 790 | 10% | 8% | 10% | 12% | 10% | 11% | 19% |
| | \$50,000 to \$74,999 | 1457 | 19% | 16% | 20% | 21% | 18% | 21% | 17% |
| | \$75,000 to | 1127 | 15% | 15% | 14% | 15% | 16% | 12% | 14% |

| | | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|--|---------------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | | % | % | % | % | % | % |
| Which of the following best describes your ethnic origin | \$100,000 to \$149,999 | 1143 | 15% | 17% | 15% | 14% | 17% | 12% | 9% |
| | \$150,000 or more | 591 | 8% | 11% | 7% | 6% | 9% | 5% | 5% |
| | Prefer not to answer | 1406 | 19% | 21% | 20% | 15% | 16% | 23% | 26% |
| | Caucasian | 5978 | 79% | 76% | 78% | 84% | 83% | 72% | 71% |
| | Hispanic | 116 | 2% | 1% | 1% | 2% | 2% | 1% | 6% |
| | African/American | 94 | 1% | 2% | 2% | 1% | 1% | 1% | 4% |
| | Asian/Pacific Islander | 164 | 2% | 2% | 3% | 2% | 3% | 1% | 5% |
| | Native American (Indian Nation) | 86 | 1% | 2% | 1% | 1% | 1% | 2% | 1% |
| | Other | 193 | 3% | 3% | 3% | 2% | 2% | 3% | 1% |
| What is your current employment status | Prefer not to answer | 900 | 12% | 15% | 13% | 9% | 8% | 19% | 12% |
| | Employed Full-time | 4001 | 53% | 57% | 52% | 51% | 55% | 50% | 38% |
| | Employed Part-time | 750 | 10% | 8% | 12% | 9% | 10% | 9% | 14% |

| | N | % | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | | |
|------------------------|------|-----|---------------------------------|---------|-------|---|----------|----------|
| | | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| | | | % | % | % | % | % | % |
| Student and Employed | 108 | 1% | 1% | 1% | 2% | 1% | 1% | 7% |
| Student / Not Employed | 130 | 2% | 1% | 1% | 3% | 2% | 1% | 5% |
| Homemaker | 254 | 3% | 4% | 4% | 2% | 3% | 4% | 7% |
| Military Personnel | 23 | 0% | 1% | 0% | 0% | 0% | 1% | 0% |
| Retired | 1536 | 20% | 15% | 21% | 24% | 21% | 19% | 17% |
| Not Currently Employed | 300 | 4% | 5% | 3% | 4% | 4% | 5% | 1% |
| Prefer not to answer | 429 | 6% | 7% | 6% | 4% | 3% | 10% | 11% |

Means

| | All | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, ... | | |
|---|--------|---------------------------------|---------|--------|--|----------|----------|
| | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| Number of cases | 7897 | 2144 | 3084 | 2669 | 5148 | 2526 | 223 |
| Row percent | 100.0% | 27.2% | 39.1% | 33.8% | 65.2% | 32.0% | 2.8% |
| 1. Rating: WA Transportation System overall | 2.08 | 2.01 | 2.09 | 2.12 | 2.12 | 1.99 | 2.10 |
| 2. Rating: Your Local Transportation System | 1.99 | 1.92 | 2.00 | 2.03 | 2.01 | 1.95 | 1.90 |
| 3. Rating: State giving your area it | 1.94 | 1.87 | 1.91 | 2.04 | 1.99 | 1.85 | 1.76 |
| 9. Preservation - Avg % | 45.40 | 40.10 | 42.25 | 53.28 | 55.89 | 25.13 | 32.76 |
| 10. New lanes- Avg % | 24.14 | 24.88 | 23.67 | 24.08 | 29.33 | 14.32 | 15.51 |
| 11. Transit/rail - Avg % | 37.48 | 25.47 | 34.60 | 50.46 | 49.76 | 13.09 | 30.35 |
| 12. Bike/sidewalk - Avg % | 29.99 | 19.43 | 27.24 | 41.65 | 39.71 | 10.35 | 27.94 |
| 13. Ferries - Avg % | 28.66 | 21.80 | 27.30 | 35.73 | 37.78 | 10.91 | 19.02 |
| 9. Preservation Funding | 453.95 | 400.98 | 422.55 | 532.80 | 558.88 | 251.25 | 327.58 |
| 10. New lanes Funding | 159.30 | 164.20 | 156.23 | 158.91 | 193.57 | 94.49 | 102.35 |
| 11. Transit/rail Funding | 98.95 | 67.24 | 91.35 | 133.22 | 131.37 | 34.55 | 80.13 |
| 12. Bike/sidewalk Funding | 9.90 | 6.41 | 8.99 | 13.74 | 13.11 | 3.41 | 9.22 |
| 13. Ferries Funding | 40.98 | 31.17 | 39.04 | 51.10 | 54.03 | 15.60 | 27.20 |
| Q9-13. Total Funded | 763.08 | 670.00 | 718.16 | 889.77 | 950.95 | 399.31 | 546.48 |
| Q9-13. Total Cost | 25.18 | 22.11 | 23.70 | 29.36 | 31.38 | 13.18 | 18.03 |
| Q9-13. Percent Funded | .36 | .32 | .34 | .42 | .45 | .19 | .26 |
| 14. Gas Tax - Raised | 150.29 | 97.91 | 133.00 | 212.36 | 205.38 | 42.55 | 98.92 |
| 14. Gas Tax - Cost | 5.05 | 3.29 | 4.47 | 7.14 | 6.90 | 1.43 | 3.33 |
| 15. MVET - Raised | 244.61 | 165.06 | 221.35 | 335.40 | 337.81 | 61.05 | 172.13 |
| 15. MVET - Cost | 8.85 | 5.97 | 8.01 | 12.13 | 12.22 | 2.21 | 6.23 |
| 16. VLF - Raised | 158.83 | 123.44 | 146.03 | 202.06 | 216.41 | 46.98 | 96.55 |
| 16. VLF - Cost | 4.19 | 3.26 | 3.86 | 5.34 | 5.72 | 1.24 | 2.55 |
| Q14-16. Total Raised | 553.72 | 386.41 | 500.37 | 749.81 | 759.60 | 150.58 | 367.60 |
| Q14-16. Total Cost | 18.09 | 12.52 | 16.33 | 24.61 | 24.84 | 4.88 | 12.10 |
| Shortfall | 209.35 | 283.59 | 217.79 | 139.96 | 191.35 | 248.73 | 178.88 |
| % of Funding Raised | .87 | .65 | .81 | 1.11 | .97 | .59 | 1.59 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 63.78 | 58.34 | 47.90 | 54.83 | 59.32 | 55.81 |
| 34b. % of weekly trips: Carpooling | 24.85 | 25.40 | 26.18 | 22.86 | 23.11 | 28.33 | 25.40 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 4.13 | 8.47 | 16.76 | 12.89 | 4.44 | 9.41 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.61 | 1.30 | .60 | .87 | 1.79 | .25 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 2.96 | 3.40 | 10.39 | 6.64 | 3.43 | 7.71 |

Means

| | All | 17. Taxes you pay higher/lower? | | | 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, ... | | |
|--|------|---------------------------------|---------|-------|--|----------|----------|
| | | Higher | Same/NA | Lower | Agree | Disagree | Not sure |
| 34f. % of weekly trips: Traveling some other ... | 1.98 | 2.12 | 2.31 | 1.49 | 1.66 | 2.69 | 1.42 |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|-----------------|-----------|------|------|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 4789 | 2955 | 153 | 4583 | 3183 | 130 | 3603 | 3902 | 392 |
| Row percent | | | 100% | 61% | 37% | 2% | 58% | 40% | 2% | 46% | 49% | 5% |
| Gender | Male | 3668 | 46% | 45% | 49% | 35% | 43% | 51% | 40% | 45% | 49% | 31% |
| | Female | 3985 | 50% | 53% | 46% | 60% | 55% | 44% | 56% | 53% | 47% | 67% |
| | NA | 244 | 3% | 2% | 5% | 5% | 2% | 5% | 4% | 2% | 4% | 2% |
| Age range | 18-34 | 1543 | 20% | 20% | 19% | 18% | 21% | 18% | 17% | 19% | 20% | 24% |
| | 35-54 | 2415 | 31% | 30% | 32% | 26% | 30% | 31% | 23% | 32% | 29% | 28% |
| | 55+ | 3390 | 43% | 44% | 40% | 44% | 43% | 42% | 48% | 43% | 42% | 45% |
| | NA | 549 | 7% | 6% | 9% | 12% | 6% | 9% | 11% | 6% | 9% | 4% |
| Gender by Age | M <35 | 596 | 8% | 7% | 8% | 8% | 7% | 8% | 6% | 8% | 8% | 4% |
| | F <35 | 910 | 12% | 12% | 11% | 10% | 13% | 9% | 11% | 11% | 11% | 20% |
| | M 35-54 | 1069 | 14% | 13% | 15% | 6% | 13% | 15% | 10% | 14% | 14% | 9% |
| | F 35-54 | 1312 | 17% | 17% | 16% | 19% | 17% | 16% | 13% | 18% | 15% | 18% |
| | M 55+ | 1821 | 23% | 23% | 24% | 17% | 22% | 25% | 19% | 22% | 24% | 17% |
| | F 55+ | 1541 | 20% | 21% | 16% | 26% | 22% | 16% | 28% | 21% | 17% | 27% |
| | NA | 647 | 8% | 7% | 10% | 14% | 6% | 10% | 13% | 6% | 11% | 5% |
| | | | | | | | | | | | | |
| Ethnicity | White | 5978 | 79% | 83% | 74% | 79% | 82% | 75% | 80% | 83% | 76% | 81% |
| | Non-white | 654 | 9% | 8% | 9% | 13% | 9% | 8% | 9% | 9% | 9% | 9% |
| | Refused | 900 | 12% | 9% | 17% | 7% | 9% | 17% | 11% | 8% | 16% | 10% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|--------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| HH Income | <\$50K | 1869 | 25% | 24% | 25% | 25% | 25% | 24% | 32% | 23% | 25% | 34% |
| | \$50K+ | 4318 | 57% | 60% | 52% | 53% | 59% | 54% | 47% | 62% | 53% | 50% |
| | Ref inc | 1406 | 19% | 16% | 23% | 22% | 16% | 22% | 20% | 15% | 22% | 16% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 58% | 55% | 57% | 58% | 55% | 59% | 59% | 54% | 60% |
| | 10K+ miles | 3236 | 41% | 40% | 43% | 39% | 40% | 43% | 34% | 39% | 43% | 37% |
| | Not sure | 174 | 2% | 2% | 3% | 4% | 2% | 2% | 7% | 1% | 3% | 3% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 31% | 27% | 28% | 31% | 27% | 28% | 31% | 28% | 30% |
| | Suburban | 2456 | 31% | 29% | 35% | 23% | 30% | 33% | 26% | 29% | 33% | 27% |
| | Rural | 3094 | 39% | 40% | 38% | 50% | 39% | 39% | 46% | 39% | 39% | 43% |
| Education | Did not graduate college | 3030 | 42% | 38% | 48% | 52% | 39% | 45% | 63% | 38% | 45% | 55% |
| | Graduated college' | 4182 | 58% | 62% | 52% | 48% | 61% | 55% | 37% | 62% | 55% | 45% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|--------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Benton | 223 | 3% | 3% | 3% | 3% | 3% | 3% | 1% | 2% | 3% | 6% |
| | Chelan | 94 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 5% |
| | Clallam | 44 | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% |
| | Clark | 495 | 6% | 4% | 10% | 4% | 4% | 10% | 7% | 4% | 9% | 4% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 1% | 2% | 7% | 2% | 1% | 4% | 2% | 1% | 3% |
| | Douglas | 52 | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 0% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 1% | 1% | 1% | 3% | 1% | 1% | 1% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 1% | 1% | 4% | 1% | 1% | 2% | 1% | 1% | 2% |
| | Grays Harbor | 69 | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% |
| | Island | 126 | 2% | 2% | 1% | 2% | 2% | 2% | 2% | 2% | 1% | 2% |
| | Jefferson | 47 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | King | 2702 | 35% | 35% | 34% | 27% | 36% | 33% | 23% | 37% | 34% | 19% |
| | Kitsap | 356 | 5% | 5% | 3% | 3% | 5% | 4% | 4% | 5% | 4% | 5% |
| | Kittitas | 67 | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 2% |
| | Klickitat | 22 | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 1% |
| | Lewis | 82 | 1% | 1% | 1% | 3% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mason | 30 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Okanogan | 36 | 0% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 0% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 8% | 9% | 14% | 8% | 9% | 10% | 8% | 9% | 9% |
| | San Juan | 91 | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 2% |
| | Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 7% | 10% | 6% | 7% | 10% | 7% | 6% | 11% | 6% |
| | Spokane | 541 | 7% | 7% | 7% | 7% | 7% | 6% | 13% | 7% | 6% | 10% |
| | Stevens | 53 | 1% | 1% | 1% | 0% | 1% | 1% | 2% | 1% | 1% | 2% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|------|----------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| RTPO | Thurston | 295 | 4% | 4% | 3% | 1% | 4% | 3% | 3% | 4% | 3% | 2% |
| | Wahiahum | 11 | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Whatcom | 233 | 3% | 3% | 3% | 1% | 3% | 3% | 3% | 3% | 3% | 4% |
| | Whitman | 62 | 1% | 1% | 1% | 1% | 1% | 0% | 3% | 1% | 1% | 1% |
| | Yakima | 277 | 4% | 4% | 3% | 2% | 4% | 3% | 2% | 4% | 3% | 4% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% |
| | | | | | | | | | | | | |
| | BFWW | 364 | 5% | 5% | 4% | 3% | 5% | 4% | 5% | 5% | 4% | 8% |
| | NE WA | 68 | 1% | 1% | 1% | 0% | 1% | 1% | 2% | 1% | 1% | 3% |
| | N. Central | 183 | 2% | 2% | 2% | 3% | 3% | 2% | 3% | 2% | 2% | 5% |
| | Palouse | 95 | 1% | 1% | 1% | 1% | 1% | 1% | 3% | 1% | 1% | 2% |
| | Peninsula | 477 | 6% | 7% | 5% | 5% | 7% | 5% | 5% | 7% | 6% | 7% |
| | PSRC | 4011 | 51% | 51% | 53% | 47% | 51% | 53% | 40% | 51% | 54% | 34% |
| | QuadCo | 183 | 2% | 3% | 2% | 7% | 3% | 2% | 3% | 2% | 2% | 6% |
| | Skagit/Isi | 239 | 3% | 3% | 3% | 4% | 3% | 3% | 2% | 3% | 3% | 4% |
| | Spokane | 541 | 7% | 7% | 7% | 7% | 7% | 6% | 13% | 7% | 6% | 10% |
| | SW RTC | 528 | 7% | 4% | 11% | 6% | 4% | 11% | 9% | 4% | 9% | 5% |
| | SW RTPO | 305 | 4% | 4% | 4% | 13% | 4% | 4% | 7% | 4% | 4% | 6% |
| | Thurston | 295 | 4% | 4% | 3% | 1% | 4% | 3% | 3% | 4% | 3% | 2% |
| | Whatcom | 233 | 3% | 3% | 3% | 1% | 3% | 3% | 3% | 3% | 3% | 4% |
| | Yakima | 277 | 4% | 4% | 3% | 2% | 4% | 3% | 2% | 4% | 3% | 4% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 2% | 3% | 0% | 2% | 2% | 1% | 2% | 3% | 0% |
| | B Above Average | 1875 | 24% | 26% | 19% | 32% | 26% | 20% | 26% | 27% | 21% | 25% |
| | C Average | 3566 | 45% | 46% | 43% | 39% | 47% | 43% | 43% | 46% | 43% | 54% |
| | D Below Average | 1637 | 21% | 19% | 24% | 22% | 19% | 23% | 23% | 19% | 23% | 13% |
| | F Failing | 538 | 7% | 5% | 10% | 5% | 5% | 10% | 5% | 5% | 9% | 4% |
| | Not sure | 102 | 1% | 1% | 1% | 2% | 1% | 1% | 3% | 1% | 1% | 3% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 28% | 22% | 32% | 28% | 23% | 27% | 29% | 23% | 25% |
| | C=Average | 3566 | 45% | 46% | 43% | 39% | 47% | 43% | 43% | 46% | 43% | 54% |
| | D/F=Below Average | 2175 | 28% | 24% | 34% | 27% | 24% | 33% | 28% | 24% | 32% | 18% |
| | Not sure | 102 | 1% | 1% | 1% | 2% | 1% | 1% | 3% | 1% | 1% | 3% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 3% | 3% | 2% | 3% | 2% | 0% | 3% | 2% | 1% |
| | B Above Average | 1560 | 20% | 21% | 17% | 23% | 21% | 17% | 19% | 21% | 18% | 22% |
| | C Average | 3298 | 42% | 42% | 41% | 39% | 42% | 42% | 38% | 42% | 41% | 46% |
| | D Below Average | 2058 | 26% | 26% | 27% | 25% | 26% | 26% | 30% | 25% | 27% | 21% |
| | F Failing | 733 | 9% | 8% | 11% | 10% | 8% | 11% | 12% | 8% | 11% | 7% |
| | Not sure | 39 | 0% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 2% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 24% | 20% | 25% | 24% | 20% | 19% | 24% | 21% | 23% |
| | C=Average | 3298 | 42% | 42% | 41% | 39% | 42% | 42% | 38% | 42% | 41% | 46% |
| | D/F=Below Average | 2791 | 35% | 34% | 38% | 35% | 34% | 38% | 42% | 33% | 38% | 28% |
| | Not sure | 39 | 0% | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 2% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 3% | 3% | 3% | 3% | 2% | 3% | 2% | 3% | 1% |
| | B Above Average | 1105 | 14% | 16% | 10% | 11% | 16% | 11% | 12% | 16% | 12% | 10% |
| | C Average | 2878 | 36% | 37% | 35% | 35% | 37% | 36% | 35% | 38% | 35% | 37% |
| | D Below Average | 1874 | 24% | 23% | 25% | 21% | 23% | 25% | 21% | 24% | 24% | 20% |
| | F Failing | 888 | 11% | 10% | 14% | 7% | 10% | 13% | 6% | 10% | 13% | 8% |
| | Not sure | 940 | 12% | 11% | 12% | 24% | 12% | 12% | 24% | 10% | 12% | 24% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 19% | 13% | 14% | 19% | 13% | 15% | 19% | 15% | 11% |
| | C=Average | 2878 | 36% | 37% | 35% | 35% | 37% | 36% | 35% | 38% | 35% | 37% |
| | D/F=Below Average | 2761 | 35% | 33% | 39% | 28% | 32% | 39% | 27% | 34% | 37% | 28% |
| | Not sure | 940 | 12% | 11% | 12% | 24% | 12% | 12% | 24% | 10% | 12% | 24% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|-------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 37% | 18% | 15% | 37% | 18% | 19% | 39% | 20% | 26% |
| | Somewhat Agree | 2581 | 33% | 36% | 26% | 41% | 36% | 27% | 41% | 37% | 29% | 34% |
| | Somewhat Disagree | 1360 | 17% | 14% | 22% | 14% | 15% | 21% | 11% | 13% | 21% | 16% |
| | Strongly Disagree | 1284 | 16% | 8% | 29% | 14% | 8% | 29% | 13% | 7% | 25% | 8% |
| | Not sure | 370 | 5% | 4% | 5% | 16% | 4% | 5% | 16% | 4% | 4% | 14% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 73% | 44% | 56% | 73% | 45% | 60% | 76% | 49% | 61% |
| | Disagree | 2644 | 33% | 23% | 51% | 28% | 22% | 50% | 24% | 20% | 47% | 25% |
| | Not sure | 370 | 5% | 4% | 5% | 16% | 4% | 5% | 16% | 4% | 4% | 14% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 25% | 9% | 11% | 25% | 10% | 10% | 27% | 11% | 17% |
| | Somewhat Support | 2526 | 32% | 38% | 22% | 32% | 38% | 23% | 31% | 39% | 26% | 30% |
| | Somewhat Oppose | 1331 | 17% | 15% | 19% | 19% | 16% | 18% | 19% | 15% | 19% | 16% |
| | Strongly Oppose | 2293 | 29% | 18% | 47% | 22% | 17% | 46% | 26% | 16% | 41% | 24% |
| | Not sure | 271 | 3% | 4% | 3% | 15% | 4% | 3% | 14% | 3% | 3% | 13% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 63% | 31% | 43% | 63% | 33% | 41% | 66% | 37% | 47% |
| | Oppose | 3624 | 46% | 33% | 67% | 41% | 33% | 64% | 45% | 31% | 60% | 40% |
| | Not sure | 271 | 3% | 4% | 3% | 15% | 4% | 3% | 14% | 3% | 3% | 13% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 14% | 6% | 3% | 15% | 6% | 5% | 16% | 7% | 5% |
| | Somewhat Support | 1651 | 21% | 26% | 13% | 16% | 26% | 13% | 14% | 27% | 15% | 25% |
| | Somewhat Oppose | 1514 | 19% | 21% | 16% | 20% | 21% | 17% | 12% | 20% | 18% | 17% |
| | Strongly Oppose | 3585 | 45% | 35% | 63% | 44% | 34% | 61% | 59% | 33% | 57% | 44% |
| | Not sure | 280 | 4% | 4% | 2% | 16% | 4% | 3% | 10% | 4% | 3% | 9% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours | Support | 2519 | 32% | 40% | 19% | 19% | 41% | 19% | 19% | 44% | 21% | 29% |
| | Oppose | 5098 | 65% | 56% | 79% | 65% | 55% | 78% | 71% | 53% | 76% | 61% |
| | Not sure | 280 | 4% | 4% | 2% | 16% | 4% | 3% | 10% | 4% | 3% | 9% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 3% | 1% | 2% | 3% | 1% | 0% | 3% | 1% | 1% |
| | Somewhat Support | 1173 | 22% | 29% | 13% | 25% | 30% | 14% | 16% | 30% | 16% | 25% |
| | Somewhat Oppose | 1329 | 25% | 27% | 22% | 23% | 29% | 20% | 26% | 28% | 23% | 24% |
| | Strongly Oppose | 2561 | 48% | 36% | 62% | 39% | 34% | 62% | 47% | 35% | 57% | 40% |
| | Not sure | 200 | 4% | 4% | 3% | 12% | 5% | 2% | 11% | 4% | 3% | 9% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Support | 1290 | 24% | 32% | 14% | 26% | 33% | 15% | 16% | 33% | 18% | 27% |
| | Oppose | 3889 | 72% | 63% | 84% | 62% | 63% | 83% | 73% | 63% | 79% | 65% |
| | Not sure | 200 | 4% | 4% | 3% | 12% | 5% | 2% | 11% | 4% | 3% | 9% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Strongly Support | 66 | 2% | 2% | 1% | 0% | 2% | 1% | 3% | 2% | 1% | 1% |
| | Somewhat Support | 854 | 21% | 28% | 14% | 20% | 29% | 14% | 14% | 30% | 16% | 18% |
| | Somewhat Oppose | 927 | 23% | 25% | 20% | 32% | 25% | 20% | 37% | 26% | 21% | 26% |
| | Strongly Oppose | 2046 | 50% | 38% | 62% | 35% | 37% | 62% | 36% | 36% | 58% | 37% |
| | Not sure | 196 | 5% | 6% | 3% | 13% | 7% | 3% | 10% | 5% | 4% | 17% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|----------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Support | 920 | 22% | 31% | 15% | 20% | 32% | 15% | 17% | 32% | 17% | 19% |
| | Oppose | 2973 | 73% | 63% | 82% | 67% | 62% | 82% | 73% | 63% | 79% | 64% |
| | Not sure | 196 | 5% | 6% | 3% | 13% | 7% | 3% | 10% | 5% | 4% | 17% |
| 9. Final: % of need funded: Preservation/maintenance of existing transportation system | 0-9 | 1758 | 22% | 14% | 36% | 28% | 14% | 34% | 36% | 13% | 31% | 19% |
| | 10-19 | 564 | 7% | 7% | 7% | 6% | 7% | 7% | 7% | 6% | 8% | 8% |
| | 20-29 | 830 | 11% | 10% | 11% | 10% | 10% | 11% | 10% | 10% | 11% | 11% |
| | 30-39 | 529 | 7% | 7% | 6% | 6% | 8% | 6% | 6% | 7% | 6% | 7% |
| | 40-49 | 494 | 6% | 7% | 5% | 3% | 7% | 5% | 6% | 7% | 6% | 6% |
| | 50-59 | 1055 | 13% | 15% | 11% | 22% | 15% | 11% | 15% | 14% | 13% | 12% |
| | 60-69 | 332 | 4% | 5% | 3% | 3% | 5% | 4% | 3% | 5% | 3% | 7% |
| | 70-79 | 467 | 6% | 7% | 4% | 11% | 7% | 4% | 4% | 7% | 5% | 7% |
| | 80-89 | 232 | 3% | 3% | 3% | 1% | 3% | 3% | 2% | 4% | 2% | 5% |
| | 90-100 | 1636 | 21% | 25% | 15% | 11% | 24% | 16% | 11% | 27% | 15% | 19% |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 39% | 54% | 51% | 39% | 53% | 50% | 39% | 50% | 48% |
| | 10-19 | 909 | 12% | 12% | 10% | 10% | 12% | 10% | 14% | 12% | 11% | 16% |
| | 20-29 | 947 | 12% | 13% | 10% | 21% | 13% | 10% | 14% | 13% | 11% | 12% |
| | 30-39 | 503 | 6% | 7% | 5% | 5% | 7% | 5% | 7% | 8% | 5% | 5% |
| | 40-49 | 318 | 4% | 4% | 4% | 1% | 5% | 3% | 2% | 4% | 4% | 6% |
| | 50-59 | 672 | 9% | 9% | 7% | 5% | 9% | 8% | 6% | 9% | 8% | 8% |
| | 60-69 | 170 | 2% | 3% | 1% | 0% | 3% | 1% | 0% | 3% | 1% | 1% |
| | 70-79 | 208 | 3% | 3% | 2% | 6% | 3% | 2% | 3% | 3% | 2% | 2% |
| | 80-89 | 87 | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| | 90-100 | 565 | 7% | 8% | 6% | 2% | 8% | 6% | 4% | 8% | 7% | 3% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|--------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 30% | 55% | 34% | 29% | 54% | 43% | 27% | 51% | 38% |
| | 10-19 | 589 | 7% | 7% | 8% | 7% | 8% | 7% | 9% | 7% | 8% | 11% |
| | 20-29 | 592 | 7% | 8% | 7% | 12% | 7% | 7% | 12% | 8% | 7% | 12% |
| | 30-39 | 359 | 5% | 5% | 4% | 3% | 6% | 3% | 4% | 5% | 4% | 5% |
| | 40-49 | 299 | 4% | 4% | 3% | 5% | 4% | 3% | 3% | 4% | 3% | 4% |
| | 50-59 | 624 | 8% | 9% | 6% | 8% | 10% | 5% | 4% | 9% | 6% | 8% |
| | 60-69 | 180 | 2% | 3% | 2% | 3% | 3% | 2% | 3% | 3% | 2% | 1% |
| | 70-79 | 300 | 4% | 5% | 2% | 4% | 5% | 2% | 7% | 5% | 3% | 2% |
| | 80-89 | 177 | 2% | 2% | 2% | 6% | 3% | 2% | 0% | 3% | 2% | 1% |
| | 90-100 | 1676 | 21% | 27% | 12% | 17% | 27% | 14% | 13% | 29% | 15% | 18% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 44% | 66% | 53% | 42% | 67% | 58% | 41% | 63% | 46% |
| | 10-19 | 636 | 8% | 9% | 7% | 4% | 9% | 6% | 11% | 9% | 7% | 13% |
| | 20-29 | 486 | 6% | 6% | 6% | 9% | 7% | 5% | 6% | 7% | 5% | 9% |
| | 30-39 | 210 | 3% | 3% | 2% | 4% | 3% | 2% | 3% | 3% | 2% | 3% |
| | 40-49 | 151 | 2% | 2% | 2% | 1% | 2% | 2% | 0% | 2% | 2% | 1% |
| | 50-59 | 369 | 5% | 6% | 2% | 7% | 6% | 2% | 5% | 6% | 3% | 8% |
| | 60-69 | 93 | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 2% | 1% | 2% |
| | 70-79 | 126 | 2% | 2% | 1% | 5% | 2% | 1% | 0% | 2% | 1% | 1% |
| | 80-89 | 85 | 1% | 1% | 1% | 0% | 1% | 1% | 2% | 1% | 1% | 0% |
| | 90-100 | 1602 | 20% | 25% | 12% | 17% | 26% | 13% | 16% | 26% | 15% | 16% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|--|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 37% | 58% | 44% | 37% | 57% | 53% | 36% | 54% | 45% |
| | 10-19 | 838 | 11% | 11% | 10% | 12% | 11% | 9% | 14% | 11% | 10% | 15% |
| | 20-29 | 702 | 9% | 10% | 7% | 16% | 10% | 7% | 11% | 9% | 8% | 14% |
| | 30-39 | 375 | 5% | 5% | 4% | 2% | 6% | 3% | 2% | 5% | 4% | 3% |
| | 40-49 | 243 | 3% | 3% | 2% | 8% | 4% | 2% | 5% | 4% | 2% | 2% |
| | 50-59 | 633 | 8% | 10% | 6% | 7% | 9% | 6% | 2% | 10% | 6% | 5% |
| | 60-69 | 141 | 2% | 2% | 1% | 2% | 2% | 1% | 2% | 2% | 1% | 1% |
| | 70-79 | 224 | 3% | 3% | 2% | 2% | 3% | 2% | 2% | 4% | 2% | 2% |
| | 80-89 | 93 | 1% | 2% | 1% | 1% | 2% | 1% | 0% | 2% | 1% | 0% |
| | 90-100 | 1080 | 14% | 16% | 10% | 7% | 16% | 10% | 8% | 17% | 11% | 13% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 27% | 19% | 34% | 27% | 20% | 28% | 25% | 22% | 30% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 17% | 9% | 12% | 17% | 9% | 11% | 19% | 9% | 14% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 19% | 9% | 6% | 19% | 10% | 8% | 22% | 10% | 10% |
| | No Gas Tax increase | 3725 | 47% | 37% | 63% | 49% | 37% | 62% | 54% | 34% | 59% | 46% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 63% | 37% | 51% | 63% | 38% | 46% | 66% | 41% | 54% |
| | No Increase | 3725 | 47% | 37% | 63% | 49% | 37% | 62% | 54% | 34% | 59% | 46% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|--|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 28% | 20% | 26% | 29% | 20% | 28% | 29% | 21% | 30% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 18% | 7% | 10% | 18% | 8% | 12% | 18% | 9% | 16% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 16% | 7% | 9% | 16% | 8% | 8% | 18% | 8% | 8% |
| | No State MVET | 3816 | 48% | 38% | 65% | 55% | 37% | 65% | 51% | 35% | 61% | 45% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 62% | 35% | 45% | 63% | 35% | 49% | 65% | 39% | 55% |
| | No Increase | 3816 | 48% | 38% | 65% | 55% | 37% | 65% | 51% | 35% | 61% | 45% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 37% | 26% | 47% | 38% | 26% | 35% | 37% | 28% | 39% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 19% | 8% | 7% | 19% | 9% | 12% | 20% | 10% | 14% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 8% | 4% | 4% | 8% | 5% | 6% | 10% | 4% | 5% |
| | No VLF increase | 3576 | 45% | 35% | 61% | 42% | 35% | 60% | 48% | 33% | 57% | 43% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 65% | 39% | 58% | 65% | 40% | 52% | 67% | 43% | 57% |
| | No Increase | 3576 | 45% | 35% | 61% | 42% | 35% | 60% | 48% | 33% | 57% | 43% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 33% | 13% | 16% | 33% | 14% | 18% | 36% | 16% | 21% |
| | Somewhat Agree | 3163 | 40% | 44% | 34% | 41% | 44% | 34% | 38% | 44% | 36% | 47% |
| | Somewhat Disagree | 1069 | 14% | 11% | 17% | 12% | 11% | 17% | 13% | 11% | 16% | 12% |
| | Strongly Disagree | 1457 | 18% | 9% | 33% | 12% | 9% | 32% | 15% | 8% | 29% | 9% |
| | Not Sure | 223 | 3% | 2% | 3% | 19% | 3% | 3% | 16% | 2% | 3% | 10% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 77% | 47% | 57% | 77% | 48% | 56% | 79% | 52% | 68% |
| | Disagree | 2526 | 32% | 21% | 51% | 24% | 20% | 49% | 28% | 19% | 45% | 22% |
| | Not sure | 223 | 3% | 2% | 3% | 19% | 3% | 3% | 16% | 2% | 3% | 10% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|--|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 55% | 44% | 37% | 55% | 45% | 34% | 58% | 46% | 36% |
| | No not aware of funding shortfall | 2251 | 29% | 32% | 23% | 39% | 33% | 22% | 37% | 31% | 25% | 42% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 13% | 34% | 24% | 12% | 33% | 29% | 11% | 30% | 23% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 6% | 3% | 1% | 6% | 3% | 2% | 6% | 4% | 6% |
| | Probably | 1548 | 20% | 23% | 14% | 19% | 24% | 14% | 13% | 24% | 16% | 13% |
| | Probably Not | 1694 | 21% | 25% | 16% | 11% | 25% | 17% | 14% | 26% | 17% | 22% |
| | Definitely Not | 3937 | 50% | 41% | 64% | 46% | 40% | 64% | 48% | 40% | 59% | 49% |
| | Not Sure | 343 | 4% | 5% | 3% | 23% | 5% | 3% | 23% | 4% | 4% | 11% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation | Definitely/Probably | 1924 | 24% | 29% | 17% | 19% | 30% | 17% | 15% | 30% | 20% | 18% |
| | Definitely/Probably NOT | 5630 | 71% | 66% | 80% | 58% | 65% | 80% | 61% | 66% | 76% | 71% |
| | Not sure | 343 | 4% | 5% | 3% | 23% | 5% | 3% | 23% | 4% | 4% | 11% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 36% | 20% | 25% | 37% | 20% | 29% | 39% | 22% | 26% |
| | Probably | 2615 | 33% | 35% | 29% | 31% | 36% | 29% | 30% | 36% | 30% | 35% |
| | Probably Not | 1051 | 13% | 13% | 14% | 11% | 13% | 14% | 10% | 12% | 14% | 20% |
| | Definitely Not | 1685 | 21% | 14% | 34% | 16% | 12% | 34% | 19% | 11% | 32% | 11% |
| | Not Sure | 187 | 2% | 2% | 2% | 18% | 2% | 2% | 12% | 2% | 3% | 7% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 71% | 50% | 56% | 73% | 49% | 59% | 75% | 52% | 61% |
| | Definitely/Probably NOT | 2736 | 35% | 27% | 48% | 27% | 25% | 49% | 29% | 23% | 46% | 31% |
| | Not sure | 187 | 2% | 2% | 2% | 18% | 2% | 2% | 12% | 2% | 3% | 7% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 20% | 9% | 7% | 20% | 8% | 11% | 22% | 9% | 13% |
| | Probably | 1877 | 24% | 28% | 17% | 16% | 28% | 18% | 15% | 31% | 17% | 23% |
| | Probably Not | 1478 | 19% | 21% | 15% | 15% | 21% | 15% | 15% | 19% | 18% | 20% |
| | Definitely Not | 2942 | 37% | 26% | 56% | 34% | 25% | 54% | 37% | 23% | 51% | 28% |
| | Not Sure | 379 | 5% | 5% | 3% | 27% | 5% | 3% | 22% | 4% | 5% | 16% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 48% | 26% | 24% | 48% | 27% | 26% | 54% | 26% | 36% |
| | Definitely/Probably NOT | 4420 | 56% | 47% | 71% | 49% | 46% | 70% | 53% | 43% | 69% | 48% |
| | Not sure | 379 | 5% | 5% | 3% | 27% | 5% | 3% | 22% | 4% | 5% | 16% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 13% | 6% | 2% | 13% | 7% | 6% | 15% | 7% | 6% |
| | Probably | 1662 | 21% | 24% | 17% | 17% | 24% | 17% | 12% | 26% | 16% | 24% |
| | Probably Not | 1423 | 18% | 21% | 14% | 14% | 21% | 13% | 18% | 21% | 15% | 15% |
| | Definitely Not | 3745 | 47% | 39% | 61% | 44% | 38% | 61% | 45% | 35% | 60% | 42% |
| | Not Sure | 242 | 3% | 3% | 2% | 23% | 3% | 2% | 19% | 3% | 2% | 13% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 37% | 23% | 19% | 37% | 24% | 18% | 41% | 23% | 30% |
| | Definitely/Probably NOT | 5168 | 65% | 60% | 75% | 58% | 59% | 74% | 63% | 56% | 75% | 57% |
| | Not sure | 242 | 3% | 3% | 2% | 23% | 3% | 2% | 19% | 3% | 2% | 13% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 31% | 1% | 0% | 31% | 2% | 6% | 33% | 6% | 19% |
| | Probably | 2781 | 35% | 52% | 9% | 23% | 50% | 15% | 20% | 45% | 26% | 41% |
| | Probably Not | 1117 | 14% | 9% | 23% | 16% | 10% | 21% | 16% | 11% | 17% | 9% |
| | Definitely Not | 2185 | 28% | 5% | 64% | 17% | 6% | 59% | 20% | 8% | 47% | 14% |
| | Not Sure | 309 | 4% | 3% | 3% | 43% | 4% | 3% | 38% | 3% | 3% | 17% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 83% | 10% | 24% | 81% | 18% | 26% | 78% | 32% | 60% |
| | Definitely/Probably NOT | 3302 | 42% | 14% | 87% | 33% | 16% | 79% | 36% | 19% | 65% | 23% |
| | Not sure | 309 | 4% | 3% | 3% | 43% | 4% | 3% | 38% | 3% | 3% | 17% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 19% | 16% | 12% | 18% | 17% | 10% | 18% | 17% | 16% |
| | Probably | 1667 | 21% | 22% | 20% | 15% | 22% | 20% | 15% | 23% | 20% | 16% |
| | Probably Not | 1478 | 19% | 21% | 15% | 10% | 21% | 15% | 11% | 22% | 16% | 19% |
| | Definitely Not | 3012 | 38% | 34% | 45% | 39% | 34% | 44% | 34% | 33% | 43% | 28% |
| | Not Sure | 361 | 5% | 5% | 4% | 24% | 4% | 4% | 29% | 3% | 4% | 20% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 41% | 36% | 27% | 40% | 37% | 25% | 41% | 36% | 33% |
| | Definitely/Probably NOT | 4489 | 57% | 55% | 61% | 49% | 56% | 59% | 45% | 55% | 60% | 47% |
| | Not sure | 361 | 5% | 5% | 4% | 24% | 4% | 4% | 29% | 3% | 4% | 20% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 35% | 0% | 0% | 35% | 2% | 4% | 37% | 7% | 22% |
| | Somewhat Support | 3129 | 40% | 65% | 0% | 0% | 57% | 15% | 29% | 49% | 30% | 47% |
| | Somewhat Oppose | 1152 | 15% | 0% | 39% | 0% | 5% | 28% | 10% | 9% | 21% | 8% |
| | Strongly Oppose | 1803 | 23% | 0% | 61% | 0% | 2% | 53% | 10% | 4% | 42% | 7% |
| | Not sure | 153 | 2% | 0% | 0% | 100% | 1% | 1% | 47% | 1% | 1% | 15% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 100% | 0% | 0% | 91% | 18% | 33% | 86% | 36% | 69% |
| | Oppose | 2955 | 37% | 0% | 100% | 0% | 7% | 81% | 20% | 13% | 62% | 16% |
| | Not sure | 153 | 2% | 0% | 0% | 100% | 1% | 1% | 47% | 1% | 1% | 15% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 29% | 1% | 1% | 31% | 0% | 0% | 32% | 5% | 20% |
| | Somewhat Support | 3157 | 40% | 58% | 11% | 36% | 69% | 0% | 0% | 53% | 28% | 47% |
| | Somewhat Oppose | 1356 | 17% | 8% | 32% | 15% | 0% | 43% | 0% | 11% | 23% | 12% |
| | Strongly Oppose | 1828 | 23% | 3% | 56% | 7% | 0% | 57% | 0% | 4% | 43% | 4% |
| | Not sure | 130 | 2% | 1% | 1% | 40% | 0% | 0% | 100% | 1% | 1% | 16% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Support | 4583 | 58% | 87% | 11% | 38% | 100% | 0% | 0% | 85% | 33% | 67% |
| | Oppose | 3183 | 40% | 12% | 88% | 22% | 0% | 100% | 0% | 14% | 67% | 17% |
| | Not sure | 130 | 2% | 1% | 1% | 40% | 0% | 0% | 100% | 1% | 1% | 16% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 23% | 1% | 3% | 24% | 2% | 1% | 32% | 0% | 0% |
| | Somewhat Support | 2466 | 31% | 42% | 15% | 22% | 43% | 15% | 24% | 68% | 0% | 0% |
| | Somewhat Oppose | 1501 | 19% | 17% | 23% | 19% | 17% | 22% | 9% | 0% | 38% | 0% |
| | Strongly Oppose | 2401 | 30% | 13% | 59% | 16% | 11% | 59% | 18% | 0% | 62% | 0% |
| | Not sure | 392 | 5% | 6% | 2% | 39% | 6% | 2% | 48% | 0% | 0% | 100% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|---|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 65% | 16% | 26% | 67% | 16% | 25% | 100% | 0% | 0% |
| | Oppose | 3902 | 49% | 30% | 82% | 35% | 28% | 82% | 28% | 0% | 100% | 0% |
| | Not sure | 392 | 5% | 6% | 2% | 39% | 6% | 2% | 48% | 0% | 0% | 100% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 25% | 53% | 46% | 24% | 53% | 33% | 21% | 50% | 30% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 49% | 21% | 28% | 49% | 22% | 30% | 51% | 26% | 42% |
| | Benefits all projects statewide | 1413 | 18% | 22% | 11% | 12% | 24% | 10% | 13% | 25% | 12% | 18% |
| | Not Sure | 637 | 8% | 3% | 15% | 14% | 3% | 14% | 24% | 4% | 12% | 10% |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 50% | 26% | 37% | 51% | 25% | 37% | 54% | 28% | 39% |
| | No Toll money should not be available for transit | 3832 | 49% | 40% | 63% | 33% | 38% | 64% | 32% | 36% | 61% | 35% |
| | Not Sure | 859 | 11% | 10% | 11% | 30% | 10% | 11% | 31% | 9% | 11% | 26% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 16% | 13% | 10% | 16% | 14% | 11% | 17% | 14% | 9% |
| | Somewhat Support | 1710 | 22% | 24% | 18% | 12% | 23% | 19% | 13% | 24% | 20% | 24% |
| | Somewhat Oppose | 1388 | 18% | 18% | 16% | 23% | 19% | 16% | 15% | 19% | 16% | 15% |
| | Strongly Oppose | 3230 | 41% | 37% | 48% | 35% | 36% | 48% | 44% | 36% | 46% | 34% |
| | Not sure | 392 | 5% | 5% | 4% | 20% | 6% | 4% | 17% | 5% | 4% | 19% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 40% | 32% | 22% | 39% | 33% | 24% | 40% | 34% | 33% |
| | Oppose | 4618 | 58% | 55% | 64% | 58% | 55% | 63% | 59% | 55% | 63% | 48% |
| | Not sure | 392 | 5% | 5% | 4% | 20% | 6% | 4% | 17% | 5% | 4% | 19% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 1% | 0% | 1% | 1% | 0% | 0% | 1% | 0% | 0% |
| | Somewhat Support | 515 | 10% | 12% | 8% | 11% | 13% | 7% | 12% | 14% | 7% | 13% |
| | Somewhat Oppose | 1259 | 25% | 28% | 21% | 24% | 29% | 21% | 11% | 28% | 23% | 23% |
| | Strongly Oppose | 2909 | 58% | 53% | 67% | 41% | 52% | 67% | 50% | 51% | 65% | 47% |
| | Not sure | 288 | 6% | 6% | 4% | 24% | 6% | 4% | 27% | 6% | 5% | 18% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 13% | 8% | 12% | 14% | 8% | 12% | 15% | 8% | 13% |
| | Oppose | 4169 | 83% | 81% | 88% | 64% | 80% | 88% | 61% | 79% | 88% | 69% |
| | Not sure | 288 | 6% | 6% | 4% | 24% | 6% | 4% | 27% | 6% | 5% | 18% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|-------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 2% | 2% | 3% | 2% | 2% | 1% | 2% | 2% | 3% |
| | Somewhat Support | 936 | 21% | 25% | 15% | 25% | 26% | 15% | 21% | 25% | 16% | 33% |
| | Somewhat Oppose | 860 | 19% | 20% | 18% | 20% | 20% | 18% | 15% | 21% | 19% | 14% |
| | Strongly Oppose | 2360 | 53% | 47% | 62% | 35% | 46% | 62% | 42% | 47% | 59% | 37% |
| | Not sure | 209 | 5% | 5% | 4% | 17% | 5% | 4% | 21% | 5% | 4% | 14% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 28% | 17% | 28% | 28% | 17% | 22% | 27% | 18% | 36% |
| | Oppose | 3220 | 72% | 67% | 80% | 55% | 67% | 80% | 56% | 68% | 78% | 50% |
| | Not sure | 209 | 5% | 5% | 4% | 17% | 5% | 4% | 21% | 5% | 4% | 14% |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 12% | 14% | 20% | 12% | 15% | 16% | 12% | 13% | 15% |
| | Large majority (75-99%) | 2485 | 31% | 32% | 30% | 26% | 31% | 32% | 28% | 31% | 32% | 28% |
| | Mostly (50-74%) | 1566 | 20% | 19% | 21% | 24% | 19% | 21% | 21% | 19% | 21% | 21% |
| | Some (25-49%) | 806 | 10% | 10% | 11% | 4% | 10% | 11% | 8% | 11% | 10% | 9% |
| | Very little (1-24%) | 1404 | 18% | 19% | 16% | 20% | 19% | 16% | 19% | 20% | 16% | 18% |
| | None (0%) | 607 | 8% | 8% | 7% | 5% | 9% | 6% | 9% | 8% | 7% | 10% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 44% | 45% | 46% | 43% | 46% | 43% | 43% | 46% | 43% |
| | Med. Drive alone | 2372 | 30% | 29% | 32% | 28% | 29% | 31% | 29% | 29% | 31% | 29% |
| | Low Drive alone | 2011 | 25% | 27% | 23% | 26% | 28% | 22% | 28% | 28% | 23% | 28% |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 1% | 2% | 2% | 2% | 2% | 1% | 1% | 2% | 2% |
| | Large majority (75-99%) | 732 | 9% | 9% | 10% | 9% | 9% | 9% | 9% | 9% | 10% | 10% |
| | Mostly (50-74%) | 954 | 12% | 11% | 14% | 16% | 11% | 13% | 17% | 11% | 13% | 12% |
| | Some (25-49%) | 1189 | 15% | 15% | 15% | 12% | 15% | 15% | 13% | 16% | 15% | 13% |
| | Very little (1-24%) | 2726 | 35% | 36% | 32% | 28% | 36% | 33% | 35% | 35% | 34% | 40% |
| | None (0%) | 2158 | 27% | 27% | 28% | 34% | 27% | 28% | 25% | 28% | 27% | 24% |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 21% | 26% | 26% | 22% | 25% | 28% | 21% | 25% | 24% |
| | Low Carpool | 3915 | 50% | 52% | 47% | 40% | 51% | 47% | 47% | 50% | 49% | 52% |
| | No Carpool | 2158 | 27% | 27% | 28% | 34% | 27% | 28% | 25% | 28% | 27% | 24% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|-------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 472 | 6% | 7% | 4% | 9% | 8% | 4% | 8% | 7% | 5% | 5% |
| | Mostly (50-74%) | 360 | 5% | 5% | 4% | 5% | 5% | 4% | 4% | 6% | 4% | 3% |
| | Some (25-49%) | 297 | 4% | 4% | 4% | 2% | 4% | 3% | 5% | 5% | 3% | 3% |
| | Very little (1-24%) | 956 | 12% | 14% | 10% | 8% | 14% | 10% | 6% | 13% | 11% | 12% |
| | None (0%) | 5792 | 73% | 70% | 79% | 77% | 69% | 80% | 78% | 68% | 77% | 77% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 13% | 7% | 14% | 13% | 7% | 11% | 13% | 9% | 8% |
| | Low Transit | 1253 | 16% | 18% | 13% | 10% | 18% | 13% | 11% | 18% | 14% | 15% |
| | No Transit | 5792 | 73% | 70% | 79% | 77% | 69% | 80% | 78% | 68% | 77% | 77% |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 1% | 0% |
| | Some (25-49%) | 84 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Very little (1-24%) | 344 | 4% | 4% | 5% | 4% | 4% | 5% | 4% | 4% | 5% | 5% |
| | None (0%) | 7417 | 94% | 94% | 93% | 95% | 94% | 93% | 94% | 95% | 93% | 95% |
| Ride a Motorcycle % | Ride a Motorcycle 1%+ | 480 | 6% | 6% | 7% | 5% | 6% | 7% | 6% | 5% | 7% | 5% |
| | No Riding a Motorcycle | 7417 | 94% | 94% | 93% | 95% | 94% | 93% | 94% | 95% | 93% | 95% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|--------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 2% | 1% | 2% | 2% | 1% | 3% | 2% | 1% | 3% |
| | Mostly (50-74%) | 156 | 2% | 2% | 2% | 1% | 2% | 2% | 0% | 3% | 1% | 2% |
| | Some (25-49%) | 272 | 3% | 4% | 3% | 1% | 4% | 3% | 2% | 4% | 3% | 1% |
| | Very little (1-24%) | 1688 | 21% | 23% | 19% | 20% | 24% | 18% | 15% | 23% | 19% | 25% |
| | None (0%) | 5628 | 71% | 69% | 75% | 76% | 68% | 76% | 80% | 67% | 75% | 70% |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 31% | 25% | 24% | 32% | 24% | 20% | 33% | 25% | 30% |
| | No Riding a Bike/Walking | 5628 | 71% | 69% | 75% | 76% | 68% | 76% | 80% | 67% | 75% | 70% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 5% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 0% |
| | Very little (1-24%) | 708 | 9% | 9% | 10% | 6% | 9% | 9% | 9% | 9% | 9% | 7% |
| | None (0%) | 6996 | 89% | 89% | 88% | 94% | 88% | 89% | 91% | 89% | 88% | 87% |
| Traveling some other way % | Other Travel 1%+ | 901 | 11% | 11% | 12% | 6% | 12% | 11% | 9% | 11% | 12% | 13% |
| | No Other Travel | 6996 | 89% | 89% | 88% | 94% | 88% | 89% | 91% | 89% | 88% | 87% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|----------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 24% | 21% | 31% | 24% | 22% | 32% | 24% | 21% | 35% |
| | 5000 to 9999 miles | 2667 | 34% | 34% | 33% | 27% | 35% | 33% | 27% | 36% | 33% | 25% |
| | 10000 to 14999 miles | 2038 | 26% | 25% | 26% | 30% | 26% | 26% | 23% | 25% | 27% | 25% |
| | 15000 to 19999 miles | 669 | 8% | 8% | 9% | 5% | 8% | 10% | 7% | 8% | 9% | 8% |
| | 20000 or more miles | 529 | 7% | 6% | 7% | 5% | 6% | 7% | 4% | 6% | 7% | 5% |
| | Not sure | 174 | 2% | 2% | 3% | 4% | 2% | 2% | 7% | 1% | 3% | 3% |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 31% | 27% | 28% | 31% | 27% | 28% | 31% | 28% | 30% |
| | Suburban | 2456 | 31% | 29% | 35% | 23% | 30% | 33% | 26% | 29% | 33% | 27% |
| | Small town | 1360 | 17% | 18% | 16% | 23% | 18% | 17% | 16% | 17% | 17% | 18% |
| | Rural | 1675 | 21% | 21% | 21% | 24% | 20% | 22% | 25% | 21% | 21% | 24% |
| | Not sure | 60 | 1% | 1% | 1% | 3% | 1% | 1% | 5% | 1% | 1% | 1% |
| How many people live in your household including you? | 1 | 1143 | 15% | 15% | 15% | 14% | 15% | 14% | 16% | 15% | 15% | 16% |
| | 2 | 3516 | 46% | 49% | 41% | 41% | 48% | 43% | 45% | 48% | 44% | 45% |
| | 3 | 1200 | 16% | 14% | 19% | 18% | 15% | 17% | 17% | 15% | 17% | 9% |
| | 4 | 942 | 12% | 12% | 12% | 13% | 12% | 12% | 11% | 12% | 12% | 21% |
| | 5+ | 783 | 10% | 9% | 12% | 15% | 9% | 12% | 11% | 9% | 12% | 9% |
| | Prefer not to answer | 29 | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| How many children under 18 year of age live in your household | 0 | 5254 | 69% | 70% | 68% | 71% | 70% | 68% | 73% | 69% | 69% | 72% |
| | 1 | 874 | 12% | 11% | 12% | 11% | 11% | 12% | 10% | 12% | 11% | 11% |
| | 2 | 621 | 8% | 8% | 9% | 9% | 8% | 9% | 10% | 8% | 8% | 9% |
| | 3+ | 738 | 10% | 10% | 9% | 7% | 10% | 9% | 5% | 10% | 9% | 8% |
| | Prefer not to answer | 110 | 1% | 1% | 3% | 2% | 1% | 3% | 2% | 1% | 2% | 1% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|---------------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 3% | 3% | 4% | 3% | 3% | 7% | 3% | 3% | 2% |
| | \$15,000 to \$24,999 | 346 | 5% | 5% | 5% | 6% | 4% | 5% | 8% | 5% | 4% | 8% |
| | \$25,000 to \$34,999 | 487 | 6% | 7% | 6% | 4% | 7% | 6% | 6% | 6% | 7% | 6% |
| | \$35,000 to \$49,999 | 790 | 10% | 10% | 11% | 12% | 11% | 10% | 12% | 10% | 10% | 17% |
| | \$50,000 to \$74,999 | 1457 | 19% | 18% | 20% | 26% | 19% | 20% | 23% | 19% | 18% | 26% |
| | \$75,000 to \$99,999 | 1127 | 15% | 16% | 13% | 13% | 16% | 14% | 9% | 16% | 14% | 10% |
| | \$100,000 to \$149,999 | 1143 | 15% | 17% | 12% | 11% | 16% | 14% | 13% | 17% | 14% | 11% |
| | \$150,000 or more | 591 | 8% | 9% | 6% | 3% | 9% | 6% | 2% | 10% | 6% | 4% |
| | Prefer not to answer | 1406 | 19% | 16% | 23% | 22% | 16% | 22% | 20% | 15% | 22% | 16% |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 83% | 74% | 79% | 82% | 75% | 80% | 83% | 76% | 81% |
| | Hispanic | 116 | 2% | 2% | 1% | 1% | 2% | 1% | 1% | 2% | 1% | 1% |
| | African/American | 94 | 1% | 1% | 1% | 2% | 1% | 1% | 2% | 1% | 1% | 4% |
| | Asian/Pacific Islander | 164 | 2% | 2% | 2% | 7% | 3% | 1% | 1% | 2% | 2% | 2% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 2% | 3% | 1% | 1% | 5% | 1% | 1% | 1% |
| | Other | 193 | 3% | 2% | 3% | 1% | 3% | 3% | 0% | 3% | 3% | 1% |
| | Prefer not to answer | 900 | 12% | 9% | 17% | 7% | 9% | 17% | 11% | 8% | 16% | 10% |

| | | N | % | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|------------------------|------|-----|---|--------|----------|--|--------|----------|---|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| What is your current employment status | Employed Full-time | 4001 | 53% | 54% | 51% | 50% | 54% | 53% | 43% | 54% | 53% | 41% |
| | Employed Part-time | 750 | 10% | 10% | 9% | 11% | 11% | 9% | 9% | 10% | 9% | 17% |
| | Student and Employed | 108 | 1% | 1% | 2% | 6% | 1% | 2% | 3% | 1% | 2% | 1% |
| | Student / Not Employed | 130 | 2% | 1% | 3% | 0% | 2% | 2% | 0% | 2% | 2% | 4% |
| | Homemaker | 254 | 3% | 3% | 3% | 5% | 3% | 3% | 7% | 3% | 3% | 6% |
| | Military Personnel | 23 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% |
| | Retired | 1536 | 20% | 22% | 18% | 19% | 22% | 18% | 25% | 22% | 19% | 23% |
| | Not Currently Employed | 300 | 4% | 3% | 5% | 4% | 3% | 5% | 6% | 3% | 5% | 3% |
| | Prefer not to answer | 429 | 6% | 4% | 8% | 6% | 4% | 8% | 7% | 4% | 8% | 6% |

Means

| | All | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|---|--------|---|--------|----------|--|--------|----------|---|--------|----------|
| | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| Number of cases | 7897 | 4789 | 2955 | 153 | 4583 | 3183 | 130 | 3603 | 3902 | 392 |
| Row percent | 100.0% | 60.6% | 37.4% | 1.9% | 58.0% | 40.3% | 1.7% | 45.6% | 49.4% | 5.0% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.12 | 2.01 | 2.11 | 2.12 | 2.03 | 2.06 | 2.13 | 2.03 | 2.13 |
| 2. Rating: Your Local Transportation ... | 1.99 | 2.01 | 1.96 | 2.02 | 2.02 | 1.95 | 1.87 | 2.02 | 1.95 | 2.04 |
| 3. Rating: State giving your area it | 1.94 | 1.98 | 1.88 | 1.94 | 1.99 | 1.87 | 1.96 | 1.96 | 1.93 | 1.90 |
| 9. Preservation - Avg % | 45.40 | 51.96 | 35.07 | 39.45 | 51.99 | 36.41 | 32.87 | 53.67 | 37.65 | 46.43 |
| 10. New lanes- Avg % | 24.14 | 26.90 | 20.01 | 17.38 | 26.85 | 20.48 | 17.97 | 27.16 | 21.94 | 18.20 |
| 11. Transit/rail - Avg % | 37.48 | 45.10 | 25.07 | 38.71 | 45.63 | 26.06 | 29.98 | 47.95 | 28.26 | 33.03 |
| 12. Bike/sidewalk - Avg % | 29.99 | 36.50 | 19.46 | 29.40 | 37.26 | 19.76 | 23.99 | 38.32 | 22.50 | 28.01 |
| 13. Ferries - Avg % | 28.66 | 33.54 | 20.99 | 23.76 | 33.64 | 21.83 | 20.00 | 35.31 | 22.84 | 25.46 |
| 9. Preservation Funding | 453.95 | 519.57 | 350.66 | 394.52 | 519.93 | 364.09 | 328.69 | 536.68 | 376.52 | 464.33 |
| 10. New lanes Funding | 159.30 | 177.51 | 132.08 | 114.72 | 177.21 | 135.18 | 118.58 | 179.26 | 144.81 | 120.14 |
| 11. Transit/rail Funding | 98.95 | 119.07 | 66.17 | 102.20 | 120.47 | 68.79 | 79.14 | 126.59 | 74.62 | 87.19 |
| 12. Bike/sidewalk Funding | 9.90 | 12.04 | 6.42 | 9.70 | 12.30 | 6.52 | 7.92 | 12.64 | 7.42 | 9.24 |
| 13. Ferries Funding | 40.98 | 47.97 | 30.02 | 33.98 | 48.11 | 31.22 | 28.60 | 50.49 | 32.66 | 36.41 |
| Q9-13. Total Funded | 763.08 | 876.17 | 585.36 | 655.13 | 878.01 | 605.81 | 562.93 | 905.67 | 636.02 | 717.32 |
| Q9-13. Total Cost | 25.18 | 28.91 | 19.32 | 21.62 | 28.97 | 19.99 | 18.58 | 29.89 | 20.99 | 23.67 |
| Q9-13. Percent Funded | .36 | .42 | .28 | .31 | .42 | .29 | .27 | .43 | .30 | .34 |
| 14. Gas Tax - Raised | 150.29 | 182.89 | 99.18 | 116.66 | 184.20 | 102.95 | 114.00 | 198.45 | 107.16 | 137.00 |
| 14. Gas Tax - Cost | 5.05 | 6.15 | 3.33 | 3.92 | 6.19 | 3.46 | 3.83 | 6.67 | 3.60 | 4.60 |
| 15. MVET - Raised | 244.61 | 304.77 | 149.78 | 192.63 | 307.38 | 155.73 | 207.92 | 323.31 | 172.81 | 236.00 |
| 15. MVET - Cost | 8.85 | 11.02 | 5.42 | 6.97 | 11.12 | 5.63 | 7.52 | 11.69 | 6.25 | 8.54 |
| 16. VLF - Raised | 158.83 | 193.48 | 104.25 | 128.26 | 193.96 | 109.01 | 140.55 | 207.18 | 115.39 | 146.96 |
| 16. VLF - Cost | 4.19 | 5.11 | 2.75 | 3.39 | 5.12 | 2.88 | 3.71 | 5.47 | 3.05 | 3.88 |
| Q14-16. Total Raised | 553.72 | 681.14 | 353.21 | 437.54 | 685.53 | 367.69 | 462.47 | 728.94 | 395.35 | 519.96 |
| Q14-16. Total Cost | 18.09 | 22.28 | 11.50 | 14.28 | 22.43 | 11.97 | 15.06 | 23.84 | 12.90 | 17.02 |
| Shortfall | 209.35 | 195.03 | 232.15 | 217.58 | 192.47 | 238.12 | 100.46 | 176.74 | 240.67 | 197.36 |
| % of Funding Raised | .87 | .92 | .65 | 3.48 | .96 | .72 | 1.21 | .98 | .76 | .89 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 55.27 | 57.76 | 59.75 | 54.64 | 58.68 | 55.76 | 54.69 | 57.80 | 56.00 |
| 34b. % of weekly trips: Carpooling | 24.85 | 24.00 | 26.27 | 23.81 | 24.15 | 25.79 | 26.40 | 23.65 | 25.88 | 25.53 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 11.68 | 7.44 | 11.40 | 12.08 | 7.19 | 11.00 | 12.38 | 8.24 | 7.48 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | .95 | 1.50 | .64 | .96 | 1.44 | .98 | .99 | 1.35 | .68 |

Means

| | All | 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | | | 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state ... | | | 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | | |
|--|------|---|--------|----------|--|--------|----------|---|--------|----------|
| | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| 34e. % of weekly trips: Riding a ... | 5.64 | 6.27 | 4.71 | 4.08 | 6.34 | 4.67 | 5.00 | 6.71 | 4.59 | 6.28 |
| 34f. % of weekly trips: Traveling some other ... | 1.98 | 1.83 | 2.32 | .31 | 1.84 | 2.24 | .86 | 1.59 | 2.14 | 4.04 |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|-----------------|---------|------|------|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Number of cases | | 7897 | | 2887 | 4618 | 392 | 553 | 4169 | 288 | 1028 | 3220 | 209 |
| Row percent | | | 100% | 37% | 58% | 5% | 11% | 83% | 6% | 23% | 72% | 5% |
| Gender | Male | 3668 | 46% | 48% | 47% | 33% | 42% | 47% | 35% | 39% | 49% | 38% |
| | Female | 3985 | 50% | 50% | 50% | 62% | 56% | 50% | 59% | 59% | 47% | 58% |
| | NA | 244 | 3% | 2% | 3% | 5% | 2% | 4% | 6% | 2% | 4% | 4% |
| Age range | 18-34 | 1543 | 20% | 19% | 20% | 24% | 17% | 20% | 17% | 22% | 20% | 16% |
| | 35-54 | 2415 | 31% | 31% | 31% | 25% | 29% | 31% | 28% | 30% | 31% | 31% |
| | 55+ | 3390 | 43% | 44% | 43% | 41% | 48% | 42% | 43% | 43% | 41% | 41% |
| | NA | 549 | 7% | 6% | 7% | 10% | 7% | 7% | 12% | 5% | 8% | 12% |
| Gender by Age | M <35 | 596 | 8% | 6% | 8% | 8% | 8% | 8% | 5% | 5% | 9% | 7% |
| | F <35 | 910 | 12% | 12% | 11% | 14% | 9% | 11% | 9% | 16% | 10% | 8% |
| | M 35-54 | 1069 | 14% | 15% | 13% | 8% | 10% | 13% | 9% | 11% | 14% | 13% |
| | F 35-54 | 1312 | 17% | 16% | 17% | 17% | 18% | 17% | 20% | 19% | 16% | 18% |
| | M 55+ | 1821 | 23% | 24% | 23% | 16% | 22% | 23% | 19% | 21% | 23% | 17% |
| | F 55+ | 1541 | 20% | 19% | 19% | 25% | 25% | 19% | 24% | 22% | 18% | 25% |
| | NA | 647 | 8% | 7% | 8% | 12% | 7% | 9% | 15% | 6% | 10% | 13% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|--------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Ethnicity | White | 5978 | 79% | 81% | 78% | 80% | 81% | 78% | 80% | 81% | 77% | 77% |
| | Non-white | 654 | 9% | 8% | 9% | 9% | 12% | 9% | 9% | 10% | 9% | 7% |
| | Refused | 900 | 12% | 11% | 13% | 10% | 7% | 13% | 12% | 9% | 14% | 16% |
| HH Income | <\$50K | 1869 | 25% | 24% | 25% | 27% | 26% | 25% | 28% | 28% | 24% | 25% |
| | \$50K+ | 4318 | 57% | 58% | 56% | 52% | 59% | 56% | 50% | 56% | 56% | 53% |
| | Ref inc | 1406 | 19% | 18% | 19% | 21% | 15% | 19% | 22% | 16% | 20% | 21% |
| 36. How many total miles would you say you drive in an average year? | <10K miles | 4487 | 57% | 54% | 59% | 55% | 63% | 59% | 51% | 61% | 58% | 50% |
| | 10K+ miles | 3236 | 41% | 45% | 39% | 37% | 34% | 39% | 41% | 36% | 40% | 42% |
| | Not sure | 174 | 2% | 2% | 2% | 8% | 3% | 2% | 9% | 2% | 2% | 8% |
| 37. Would you describe the area you live in as: | Urban | 2346 | 30% | 25% | 32% | 35% | 33% | 32% | 35% | 34% | 31% | 33% |
| | Suburban | 2456 | 31% | 34% | 30% | 24% | 31% | 29% | 27% | 27% | 30% | 24% |
| | Rural | 3094 | 39% | 41% | 38% | 41% | 35% | 39% | 38% | 38% | 38% | 43% |
| Education | Did not graduate college | 3030 | 42% | 46% | 39% | 48% | 43% | 39% | 43% | 40% | 38% | 44% |
| | Graduated college' | 4182 | 58% | 54% | 61% | 52% | 57% | 61% | 57% | 60% | 62% | 56% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|--------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| What county in WA do you livevote in so we can look at differences by county | Adams | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% |
| | Asotin | 25 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Benton | 223 | 3% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 0% |
| | Chelan | 94 | 1% | 1% | 1% | 5% | 2% | 1% | 1% | 3% | 1% | 1% |
| | Clallam | 44 | 1% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| | Clark | 495 | 6% | 7% | 6% | 5% | 6% | 6% | 6% | 5% | 6% | 9% |
| | Columbia | 7 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Cowlitz | 124 | 2% | 1% | 2% | 4% | 1% | 2% | 4% | 1% | 2% | 5% |
| | Douglas | 52 | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 0% | 1% |
| | Ferry | 4 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Franklin | 65 | 1% | 1% | 1% | 3% | 0% | 1% | 5% | 1% | 1% | 5% |
| | Garfield | 1 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Grant | 81 | 1% | 1% | 1% | 2% | 0% | 1% | 2% | 1% | 1% | 2% |
| | Grays Harbor | 69 | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 1% | 1% | 0% |
| | Island | 126 | 2% | 1% | 2% | 1% | 2% | 2% | 2% | 2% | 2% | 2% |
| | Jefferson | 47 | 1% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| | King | 2702 | 35% | 32% | 36% | 35% | 40% | 35% | 37% | 36% | 36% | 30% |
| | Kitsap | 356 | 5% | 5% | 5% | 3% | 4% | 5% | 4% | 4% | 5% | 3% |
| | Kittitas | 67 | 1% | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% |
| | Klickitat | 22 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% |
| | Lewis | 82 | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 1% | 1% | 0% |
| | Lincoln | 10 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% |
| | Mason | 30 | 0% | 0% | 0% | 1% | 1% | 0% | 1% | 0% | 0% | 1% |
| | Okanogan | 36 | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 1% |
| | Pacific | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pend Oreille | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Pierce | 647 | 8% | 8% | 9% | 8% | 8% | 9% | 5% | 9% | 9% | 5% |
| | San Juan | 91 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 1% |
| | Skagit | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Skamania | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Snohomish | 662 | 8% | 9% | 8% | 7% | 8% | 8% | 8% | 8% | 8% | 9% |
| | Spokane | 541 | 7% | 6% | 7% | 6% | 4% | 8% | 8% | 7% | 8% | 11% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|------|----------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| RTPO | Stevens | 53 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Thurston | 295 | 4% | 5% | 3% | 4% | 3% | 3% | 4% | 4% | 2% | 5% |
| | Wahiahum | 11 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Walla Walla | 76 | 1% | 1% | 1% | 1% | 0% | 1% | 0% | 1% | 1% | 0% |
| | Whatcom | 233 | 3% | 3% | 3% | 4% | 5% | 3% | 2% | 3% | 3% | 3% |
| | Whitman | 62 | 1% | 1% | 1% | 0% | 2% | 1% | 0% | 0% | 1% | 0% |
| | Yakima | 277 | 4% | 4% | 3% | 4% | 3% | 3% | 3% | 2% | 4% | 2% |
| | Prefer not to answer | 19 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | |
| | BFWW | 364 | 5% | 6% | 4% | 5% | 3% | 4% | 7% | 4% | 4% | 6% |
| | NE WA | 68 | 1% | 1% | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 1% |
| | N. Central | 183 | 2% | 2% | 2% | 6% | 3% | 2% | 1% | 4% | 2% | 2% |
| | Palouse | 95 | 1% | 1% | 1% | 1% | 3% | 1% | 1% | 1% | 1% | 0% |
| | Peninsula | 477 | 6% | 6% | 6% | 4% | 5% | 6% | 5% | 6% | 6% | 5% |
| | PSRC | 4011 | 51% | 49% | 53% | 50% | 56% | 52% | 51% | 53% | 53% | 44% |
| | QuadCo | 183 | 2% | 3% | 2% | 3% | 1% | 2% | 4% | 3% | 2% | 4% |
| | Skagit/Isi | 239 | 3% | 3% | 3% | 2% | 4% | 3% | 3% | 3% | 3% | 3% |
| | Spokane | 541 | 7% | 6% | 7% | 6% | 4% | 8% | 8% | 7% | 8% | 11% |
| | SW RTC | 528 | 7% | 7% | 7% | 5% | 7% | 7% | 7% | 5% | 7% | 9% |
| | SW RTPO | 305 | 4% | 4% | 4% | 5% | 3% | 4% | 5% | 3% | 4% | 6% |
| | Thurston | 295 | 4% | 5% | 3% | 4% | 3% | 3% | 4% | 4% | 2% | 5% |
| | Whatcom | 233 | 3% | 3% | 3% | 4% | 5% | 3% | 2% | 3% | 3% | 3% |
| | Yakima | 277 | 4% | 4% | 3% | 4% | 3% | 3% | 3% | 2% | 4% | 2% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A Excellent | 179 | 2% | 2% | 3% | 2% | 2% | 3% | 2% | 1% | 3% | 1% |
| | B Above Average | 1875 | 24% | 22% | 25% | 21% | 29% | 24% | 21% | 27% | 23% | 23% |
| | C Average | 3566 | 45% | 48% | 43% | 53% | 48% | 43% | 51% | 49% | 41% | 47% |
| | D Below Average | 1637 | 21% | 21% | 21% | 17% | 15% | 21% | 18% | 18% | 22% | 18% |
| | F Failing | 538 | 7% | 6% | 7% | 5% | 3% | 8% | 6% | 3% | 9% | 8% |
| | Not sure | 102 | 1% | 1% | 2% | 1% | 2% | 1% | 2% | 1% | 1% | 3% |
| 1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? | A/B=Above Average | 2054 | 26% | 24% | 27% | 23% | 31% | 27% | 23% | 29% | 26% | 23% |
| | C=Average | 3566 | 45% | 48% | 43% | 53% | 48% | 43% | 51% | 49% | 41% | 47% |
| | D/F=Below Average | 2175 | 28% | 27% | 28% | 22% | 19% | 29% | 24% | 21% | 31% | 27% |
| | Not sure | 102 | 1% | 1% | 2% | 1% | 2% | 1% | 2% | 1% | 1% | 3% |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A Excellent | 208 | 3% | 2% | 3% | 4% | 5% | 3% | 2% | 2% | 3% | 1% |
| | B Above Average | 1560 | 20% | 18% | 21% | 22% | 25% | 20% | 18% | 23% | 20% | 17% |
| | C Average | 3298 | 42% | 43% | 41% | 43% | 41% | 41% | 50% | 46% | 39% | 47% |
| | D Below Average | 2058 | 26% | 28% | 25% | 23% | 24% | 25% | 22% | 21% | 26% | 25% |
| | F Failing | 733 | 9% | 9% | 10% | 8% | 4% | 10% | 8% | 7% | 11% | 9% |
| | Not sure | 39 | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 1% | 1% | 1% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it? | A/B=Above Average | 1768 | 22% | 20% | 23% | 26% | 30% | 23% | 20% | 25% | 22% | 18% |
| | C=Average | 3298 | 42% | 43% | 41% | 43% | 41% | 41% | 50% | 46% | 39% | 47% |
| | D/F=Below Average | 2791 | 35% | 37% | 35% | 31% | 28% | 36% | 30% | 29% | 38% | 34% |
| | Not sure | 39 | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 1% | 1% | 1% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A Excellent | 210 | 3% | 2% | 3% | 2% | 4% | 3% | 1% | 1% | 4% | 1% |
| | B Above Average | 1105 | 14% | 14% | 14% | 13% | 17% | 14% | 17% | 19% | 12% | 15% |
| | C Average | 2878 | 36% | 37% | 36% | 38% | 37% | 36% | 37% | 41% | 35% | 31% |
| | D Below Average | 1874 | 24% | 26% | 22% | 22% | 21% | 23% | 18% | 23% | 23% | 16% |
| | F Failing | 888 | 11% | 12% | 11% | 6% | 6% | 12% | 7% | 7% | 13% | 10% |
| | Not sure | 940 | 12% | 9% | 13% | 19% | 15% | 13% | 20% | 9% | 14% | 28% |
| 3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding? | A/B=Above Average | 1316 | 17% | 16% | 17% | 15% | 21% | 17% | 18% | 20% | 16% | 16% |
| | C=Average | 2878 | 36% | 37% | 36% | 38% | 37% | 36% | 37% | 41% | 35% | 31% |
| | D/F=Below Average | 2761 | 35% | 38% | 34% | 28% | 28% | 35% | 25% | 30% | 36% | 26% |
| | Not sure | 940 | 12% | 9% | 13% | 19% | 15% | 13% | 20% | 9% | 14% | 28% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|-------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 2302 | 29% | 30% | 28% | 32% | 36% | 28% | 27% | 34% | 26% | 24% |
| | Somewhat Agree | 2581 | 33% | 34% | 32% | 33% | 43% | 31% | 32% | 34% | 29% | 32% |
| | Somewhat Disagree | 1360 | 17% | 18% | 17% | 16% | 12% | 18% | 14% | 17% | 18% | 18% |
| | Strongly Disagree | 1284 | 16% | 14% | 18% | 8% | 6% | 20% | 11% | 10% | 23% | 11% |
| | Not sure | 370 | 5% | 4% | 5% | 11% | 3% | 5% | 16% | 6% | 5% | 16% |
| 4. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 4882 | 62% | 64% | 60% | 65% | 79% | 58% | 58% | 68% | 55% | 55% |
| | Disagree | 2644 | 33% | 32% | 35% | 24% | 18% | 37% | 25% | 27% | 40% | 29% |
| | Not sure | 370 | 5% | 4% | 5% | 11% | 3% | 5% | 16% | 6% | 5% | 16% |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Strongly Support | 1476 | 19% | 19% | 19% | 19% | 23% | 18% | 15% | 21% | 17% | 16% |
| | Somewhat Support | 2526 | 32% | 33% | 32% | 30% | 44% | 30% | 30% | 36% | 28% | 28% |
| | Somewhat Oppose | 1331 | 17% | 18% | 16% | 16% | 16% | 16% | 19% | 17% | 16% | 18% |
| | Strongly Oppose | 2293 | 29% | 27% | 30% | 26% | 14% | 32% | 24% | 21% | 36% | 25% |
| | Not sure | 271 | 3% | 3% | 3% | 9% | 3% | 3% | 12% | 5% | 3% | 14% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 5. Support/Oppose: raising some transportation taxes and fees to increase funding for transportation? | Support | 4002 | 51% | 52% | 50% | 48% | 67% | 48% | 45% | 57% | 46% | 43% |
| | Oppose | 3624 | 46% | 46% | 46% | 42% | 30% | 48% | 43% | 38% | 52% | 43% |
| | Not sure | 271 | 3% | 3% | 3% | 9% | 3% | 3% | 12% | 5% | 3% | 14% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month? | Strongly Support | 868 | 11% | 11% | 11% | 12% | 15% | 11% | 7% | 12% | 10% | 7% |
| | Somewhat Support | 1651 | 21% | 22% | 20% | 23% | 28% | 20% | 19% | 23% | 18% | 19% |
| | Somewhat Oppose | 1514 | 19% | 20% | 18% | 20% | 23% | 18% | 23% | 21% | 17% | 22% |
| | Strongly Oppose | 3585 | 45% | 44% | 47% | 37% | 33% | 48% | 38% | 39% | 51% | 37% |
| | Not sure | 280 | 4% | 3% | 4% | 9% | 2% | 4% | 13% | 5% | 4% | 14% |
| 6. Support/Oppose: raising some transportation taxes/ fees to increase funding for transportation if it would cost the average Washington family like yours | Support | 2519 | 32% | 33% | 31% | 35% | 43% | 30% | 27% | 35% | 29% | 27% |
| | Oppose | 5098 | 65% | 65% | 65% | 56% | 56% | 66% | 60% | 60% | 68% | 59% |
| | Not sure | 280 | 4% | 3% | 4% | 9% | 2% | 4% | 13% | 5% | 4% | 14% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Strongly Support | 117 | 2% | 3% | 2% | 2% | 3% | 1% | 2% | 3% | 1% | 1% |
| | Somewhat Support | 1173 | 22% | 25% | 20% | 23% | 34% | 18% | 29% | 27% | 16% | 24% |
| | Somewhat Oppose | 1329 | 25% | 25% | 24% | 29% | 34% | 24% | 19% | 30% | 22% | 19% |
| | Strongly Oppose | 2561 | 48% | 44% | 51% | 36% | 26% | 53% | 38% | 36% | 57% | 44% |
| | Not sure | 200 | 4% | 3% | 4% | 10% | 2% | 4% | 12% | 4% | 4% | 12% |
| 7. Support/Oppose: What if it cost the average Washington family like yours an additional \$15 a month? | Support | 1290 | 24% | 28% | 21% | 25% | 38% | 19% | 31% | 30% | 17% | 25% |
| | Oppose | 3889 | 72% | 69% | 75% | 65% | 60% | 77% | 57% | 66% | 79% | 63% |
| | Not sure | 200 | 4% | 3% | 4% | 10% | 2% | 4% | 12% | 4% | 4% | 12% |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Strongly Support | 66 | 2% | 2% | 2% | 1% | 4% | 1% | 1% | 2% | 1% | 1% |
| | Somewhat Support | 854 | 21% | 25% | 19% | 15% | 23% | 18% | 17% | 29% | 16% | 17% |
| | Somewhat Oppose | 927 | 23% | 23% | 23% | 25% | 41% | 21% | 24% | 27% | 20% | 20% |
| | Strongly Oppose | 2046 | 50% | 47% | 53% | 38% | 30% | 54% | 44% | 34% | 58% | 47% |
| | Not sure | 196 | 5% | 4% | 4% | 20% | 1% | 5% | 14% | 8% | 5% | 14% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|----------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 8. Support/Oppose: What if it cost the average Washington family like yours an additional \$7.50 a month? | Support | 920 | 22% | 27% | 21% | 16% | 27% | 20% | 18% | 31% | 17% | 19% |
| | Oppose | 2973 | 73% | 70% | 75% | 64% | 72% | 75% | 68% | 61% | 78% | 67% |
| | Not sure | 196 | 5% | 4% | 4% | 20% | 1% | 5% | 14% | 8% | 5% | 14% |
| 9. Final: % of need funded: Preservation/maintenance of existing transporation system | 0-9 | 1758 | 22% | 17% | 26% | 18% | 9% | 28% | 24% | 16% | 31% | 24% |
| | 10-19 | 564 | 7% | 7% | 7% | 8% | 5% | 7% | 8% | 8% | 7% | 8% |
| | 20-29 | 830 | 11% | 11% | 10% | 9% | 11% | 10% | 9% | 12% | 9% | 5% |
| | 30-39 | 529 | 7% | 7% | 7% | 5% | 10% | 6% | 6% | 7% | 6% | 7% |
| | 40-49 | 494 | 6% | 7% | 6% | 6% | 7% | 5% | 7% | 8% | 5% | 5% |
| | 50-59 | 1055 | 13% | 14% | 13% | 15% | 16% | 12% | 14% | 15% | 12% | 13% |
| | 60-69 | 332 | 4% | 5% | 3% | 6% | 5% | 3% | 6% | 4% | 3% | 7% |
| | 70-79 | 467 | 6% | 6% | 6% | 5% | 8% | 6% | 5% | 7% | 5% | 6% |
| | 80-89 | 232 | 3% | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 3% | 2% |
| | 90-100 | 1636 | 21% | 22% | 19% | 24% | 25% | 19% | 20% | 21% | 18% | 23% |
| 10. Final: % of need funded: Adding new lands and expanding road and bridge capacity | 0-9 | 3518 | 45% | 37% | 50% | 42% | 32% | 52% | 39% | 42% | 55% | 43% |
| | 10-19 | 909 | 12% | 12% | 11% | 10% | 13% | 11% | 12% | 12% | 11% | 8% |
| | 20-29 | 947 | 12% | 13% | 11% | 11% | 13% | 11% | 10% | 14% | 10% | 12% |
| | 30-39 | 503 | 6% | 8% | 5% | 11% | 10% | 5% | 11% | 7% | 4% | 10% |
| | 40-49 | 318 | 4% | 5% | 4% | 5% | 6% | 3% | 5% | 4% | 3% | 6% |
| | 50-59 | 672 | 9% | 10% | 8% | 7% | 10% | 7% | 8% | 10% | 7% | 7% |
| | 60-69 | 170 | 2% | 3% | 2% | 3% | 3% | 2% | 2% | 1% | 2% | 2% |
| | 70-79 | 208 | 3% | 3% | 2% | 4% | 4% | 2% | 4% | 3% | 1% | 3% |
| | 80-89 | 87 | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 1% |
| | 90-100 | 565 | 7% | 9% | 6% | 7% | 8% | 6% | 8% | 6% | 6% | 8% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|--------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 11. Final: % of need funded: Increasing transit service and expanding passenger and freight rail | 0-9 | 3099 | 39% | 40% | 39% | 33% | 24% | 41% | 32% | 32% | 44% | 33% |
| | 10-19 | 589 | 7% | 8% | 7% | 11% | 9% | 6% | 15% | 8% | 6% | 16% |
| | 20-29 | 592 | 7% | 10% | 6% | 6% | 7% | 6% | 8% | 8% | 6% | 6% |
| | 30-39 | 359 | 5% | 5% | 4% | 5% | 7% | 4% | 4% | 5% | 4% | 4% |
| | 40-49 | 299 | 4% | 4% | 4% | 6% | 6% | 3% | 4% | 5% | 3% | 2% |
| | 50-59 | 624 | 8% | 8% | 8% | 8% | 10% | 8% | 9% | 9% | 7% | 9% |
| | 60-69 | 180 | 2% | 2% | 2% | 3% | 2% | 2% | 1% | 2% | 2% | 2% |
| | 70-79 | 300 | 4% | 3% | 4% | 3% | 5% | 4% | 4% | 4% | 4% | 4% |
| | 80-89 | 177 | 2% | 2% | 2% | 2% | 3% | 2% | 1% | 3% | 2% | 2% |
| | 90-100 | 1676 | 21% | 17% | 24% | 22% | 26% | 23% | 21% | 24% | 23% | 22% |
| 12. Final: % of need funded: Making bike and sidewalk improvements | 0-9 | 4140 | 52% | 58% | 50% | 45% | 40% | 50% | 53% | 42% | 53% | 52% |
| | 10-19 | 636 | 8% | 7% | 8% | 15% | 12% | 8% | 12% | 11% | 7% | 11% |
| | 20-29 | 486 | 6% | 6% | 6% | 4% | 7% | 6% | 4% | 7% | 6% | 3% |
| | 30-39 | 210 | 3% | 2% | 3% | 5% | 4% | 3% | 2% | 4% | 2% | 2% |
| | 40-49 | 151 | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% |
| | 50-59 | 369 | 5% | 5% | 5% | 4% | 4% | 5% | 4% | 5% | 4% | 3% |
| | 60-69 | 93 | 1% | 1% | 1% | 2% | 2% | 1% | 2% | 2% | 1% | 2% |
| | 70-79 | 126 | 2% | 1% | 2% | 1% | 2% | 2% | 0% | 3% | 2% | 0% |
| | 80-89 | 85 | 1% | 1% | 1% | 2% | 3% | 1% | 2% | 1% | 1% | 2% |
| | 90-100 | 1602 | 20% | 16% | 23% | 19% | 25% | 23% | 18% | 23% | 22% | 22% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|--|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 13. Final: % of need funded: Replacing obsolete ferries and improving ferry terminals | 0-9 | 3568 | 45% | 45% | 46% | 40% | 28% | 48% | 44% | 39% | 50% | 47% |
| | 10-19 | 838 | 11% | 11% | 11% | 9% | 15% | 10% | 9% | 14% | 9% | 6% |
| | 20-29 | 702 | 9% | 9% | 8% | 11% | 10% | 8% | 12% | 9% | 8% | 12% |
| | 30-39 | 375 | 5% | 5% | 4% | 9% | 6% | 4% | 7% | 5% | 4% | 6% |
| | 40-49 | 243 | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| | 50-59 | 633 | 8% | 7% | 9% | 7% | 11% | 9% | 7% | 9% | 8% | 8% |
| | 60-69 | 141 | 2% | 2% | 2% | 1% | 5% | 1% | 2% | 2% | 1% | 3% |
| | 70-79 | 224 | 3% | 3% | 3% | 4% | 5% | 2% | 2% | 2% | 3% | 1% |
| | 80-89 | 93 | 1% | 1% | 1% | 1% | 3% | 1% | 0% | 1% | 1% | 0% |
| | 90-100 | 1080 | 14% | 14% | 14% | 14% | 15% | 14% | 13% | 16% | 13% | 14% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | 5¢/gal increase (\$155 M/yr) (\$5.21/mo.) | 1889 | 24% | 27% | 22% | 29% | 31% | 21% | 29% | 28% | 19% | 28% |
| | 10¢/gal increase (\$310 M/yr) (\$10.42 /mo.) | 1080 | 14% | 15% | 13% | 14% | 21% | 12% | 14% | 14% | 12% | 10% |
| | 15¢/gal increase (\$465 M/yr) (\$15.63 /mo.) | 1202 | 15% | 13% | 17% | 15% | 16% | 17% | 13% | 18% | 17% | 17% |
| | No Gas Tax increase | 3725 | 47% | 46% | 49% | 42% | 32% | 51% | 44% | 41% | 53% | 46% |
| 14. Final: Tax/fee increase supported: Gas Tax - currently 37.5 cents a gallon | Increase | 4172 | 53% | 54% | 51% | 58% | 68% | 49% | 56% | 59% | 47% | 54% |
| | No Increase | 3725 | 47% | 46% | 49% | 42% | 32% | 51% | 44% | 41% | 53% | 46% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|--|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | 0.7% MVET (\$250 M/yr) (\$9.04/mo.) | 2002 | 25% | 27% | 24% | 31% | 36% | 22% | 28% | 30% | 20% | 27% |
| | 1.5% MVET (\$536 M/yr) (\$19.38/mo.) | 1094 | 14% | 15% | 13% | 14% | 19% | 13% | 13% | 17% | 11% | 11% |
| | 2.4% MVET (\$858 M/yr) (\$31.05/mo.) | 984 | 12% | 11% | 13% | 10% | 16% | 13% | 8% | 14% | 13% | 11% |
| | No State MVET | 3816 | 48% | 46% | 50% | 45% | 30% | 52% | 52% | 39% | 56% | 51% |
| 15. Final: Tax/fee increase supported: Motor Vehicle Excise Tax - currently no state MVET | Increase | 4080 | 52% | 54% | 50% | 55% | 70% | 48% | 48% | 61% | 44% | 49% |
| | No Increase | 3816 | 48% | 46% | 50% | 45% | 30% | 52% | 52% | 39% | 56% | 51% |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | \$20 VLF increase (\$158 M/yr) (\$4.17 /mo.) | 2602 | 33% | 35% | 32% | 35% | 39% | 31% | 38% | 39% | 28% | 34% |
| | \$45 VLF increase (\$355 M/yr) (\$9.38 /mo.) | 1184 | 15% | 16% | 14% | 14% | 23% | 13% | 13% | 18% | 12% | 13% |
| | \$100 VLF increase (\$790 M/yr) (\$20.87 /mo.) | 535 | 7% | 7% | 7% | 5% | 8% | 7% | 6% | 7% | 7% | 5% |
| | No VLF increase | 3576 | 45% | 42% | 47% | 46% | 30% | 50% | 43% | 37% | 53% | 48% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 16. Final: Tax/fee increase supported: Vehicle License Fee - currently \$30 per year | Increase | 4321 | 55% | 58% | 53% | 54% | 70% | 50% | 57% | 63% | 47% | 52% |
| | No Increase | 3576 | 45% | 42% | 47% | 46% | 30% | 50% | 43% | 37% | 53% | 48% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Strongly Agree | 1985 | 25% | 26% | 24% | 26% | 34% | 23% | 22% | 30% | 21% | 20% |
| | Somewhat Agree | 3163 | 40% | 44% | 37% | 40% | 49% | 36% | 39% | 42% | 34% | 36% |
| | Somewhat Disagree | 1069 | 14% | 13% | 14% | 14% | 10% | 14% | 12% | 15% | 14% | 13% |
| | Strongly Disagree | 1457 | 18% | 14% | 22% | 7% | 6% | 24% | 10% | 11% | 27% | 11% |
| | Not Sure | 223 | 3% | 2% | 3% | 12% | 1% | 3% | 17% | 3% | 3% | 19% |
| 18. Agree/Disagree: The State needs additional revenue to keep our transportation system safe, effective and properly maintained. | Agree | 5148 | 65% | 71% | 62% | 67% | 82% | 59% | 60% | 71% | 56% | 56% |
| | Disagree | 2526 | 32% | 27% | 36% | 21% | 16% | 38% | 22% | 25% | 41% | 25% |
| | Not sure | 223 | 3% | 2% | 3% | 12% | 1% | 3% | 17% | 3% | 3% | 19% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|--|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue? | Yes aware of funding shortfall | 3997 | 51% | 55% | 48% | 42% | 54% | 47% | 41% | 53% | 46% | 41% |
| | No not aware of funding shortfall | 2251 | 29% | 27% | 29% | 39% | 35% | 28% | 41% | 31% | 27% | 38% |
| | Dont agree that there is a funding shortfall | 1649 | 21% | 18% | 23% | 18% | 11% | 25% | 18% | 16% | 27% | 21% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation projects | Definitely | 376 | 5% | 5% | 5% | 4% | 8% | 4% | 3% | 6% | 4% | 4% |
| | Probably | 1548 | 20% | 21% | 19% | 21% | 26% | 18% | 19% | 21% | 17% | 16% |
| | Probably Not | 1694 | 21% | 22% | 21% | 26% | 24% | 21% | 21% | 25% | 20% | 20% |
| | Definitely Not | 3937 | 50% | 49% | 52% | 36% | 38% | 53% | 41% | 43% | 55% | 42% |
| | Not Sure | 343 | 4% | 3% | 4% | 12% | 3% | 4% | 15% | 5% | 4% | 19% |
| 20. Good way to provide transportation funding: a statewide property tax dedicated to state and local transportation | Definitely/Probably | 1924 | 24% | 26% | 23% | 25% | 35% | 22% | 22% | 26% | 21% | 20% |
| | Definitely/Probably NOT | 5630 | 71% | 71% | 72% | 62% | 62% | 73% | 62% | 69% | 75% | 61% |
| | Not sure | 343 | 4% | 3% | 4% | 12% | 3% | 4% | 15% | 5% | 4% | 19% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely | 2359 | 30% | 27% | 32% | 24% | 35% | 32% | 26% | 32% | 31% | 26% |
| | Probably | 2615 | 33% | 36% | 31% | 36% | 41% | 30% | 36% | 39% | 28% | 30% |
| | Probably Not | 1051 | 13% | 15% | 12% | 16% | 10% | 12% | 11% | 17% | 11% | 12% |
| | Definitely Not | 1685 | 21% | 20% | 23% | 14% | 10% | 24% | 16% | 10% | 28% | 22% |
| | Not Sure | 187 | 2% | 2% | 2% | 9% | 3% | 2% | 10% | 2% | 2% | 11% |
| 21. Good way to provide transportation funding: a vehicle emissions fee - vehicles that pollute more would pay a higher fee | Definitely/Probably | 4973 | 63% | 62% | 64% | 60% | 77% | 62% | 62% | 71% | 59% | 55% |
| | Definitely/Probably NOT | 2736 | 35% | 36% | 34% | 31% | 20% | 36% | 28% | 27% | 39% | 33% |
| | Not sure | 187 | 2% | 2% | 2% | 9% | 3% | 2% | 10% | 2% | 2% | 11% |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely | 1221 | 15% | 17% | 15% | 13% | 18% | 14% | 12% | 16% | 14% | 12% |
| | Probably | 1877 | 24% | 26% | 22% | 23% | 31% | 21% | 23% | 26% | 20% | 24% |
| | Probably Not | 1478 | 19% | 20% | 18% | 18% | 22% | 18% | 18% | 25% | 15% | 16% |
| | Definitely Not | 2942 | 37% | 34% | 40% | 28% | 24% | 42% | 27% | 28% | 46% | 29% |
| | Not Sure | 379 | 5% | 3% | 5% | 18% | 5% | 5% | 20% | 5% | 5% | 18% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 22. Good way to provide transportation funding: a fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon | Definitely/Probably | 3097 | 39% | 43% | 37% | 36% | 49% | 36% | 35% | 42% | 34% | 36% |
| | Definitely/Probably NOT | 4420 | 56% | 54% | 58% | 46% | 46% | 60% | 45% | 54% | 61% | 45% |
| | Not sure | 379 | 5% | 3% | 5% | 18% | 5% | 5% | 20% | 5% | 5% | 18% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely | 824 | 10% | 9% | 12% | 8% | 10% | 12% | 10% | 13% | 11% | 10% |
| | Probably | 1662 | 21% | 21% | 21% | 20% | 28% | 20% | 17% | 26% | 19% | 13% |
| | Probably Not | 1423 | 18% | 21% | 16% | 19% | 24% | 15% | 16% | 16% | 15% | 15% |
| | Definitely Not | 3745 | 47% | 47% | 48% | 42% | 34% | 50% | 41% | 42% | 52% | 47% |
| | Not Sure | 242 | 3% | 2% | 3% | 12% | 5% | 3% | 16% | 4% | 3% | 15% |
| 23. Good way to provide transportation funding: adding the sales tax to gas purchases | Definitely/Probably | 2486 | 31% | 30% | 33% | 28% | 38% | 32% | 27% | 38% | 30% | 23% |
| | Definitely/Probably NOT | 5168 | 65% | 68% | 64% | 60% | 58% | 65% | 57% | 58% | 67% | 62% |
| | Not sure | 242 | 3% | 2% | 3% | 12% | 5% | 3% | 16% | 4% | 3% | 15% |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely | 1505 | 19% | 22% | 18% | 15% | 20% | 17% | 15% | 18% | 17% | 17% |
| | Probably | 2781 | 35% | 37% | 34% | 36% | 42% | 33% | 32% | 45% | 30% | 25% |
| | Probably Not | 1117 | 14% | 15% | 14% | 17% | 15% | 13% | 18% | 15% | 13% | 18% |
| | Definitely Not | 2185 | 28% | 23% | 31% | 18% | 16% | 33% | 19% | 18% | 37% | 23% |
| | Not Sure | 309 | 4% | 3% | 3% | 15% | 7% | 3% | 17% | 4% | 3% | 17% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 24. Good way to provide transportation funding: electronic tolling where feasible to pay for major state projects statewide | Definitely/Probably | 4286 | 54% | 59% | 52% | 51% | 62% | 51% | 47% | 64% | 47% | 41% |
| | Definitely/Probably NOT | 3302 | 42% | 38% | 45% | 34% | 32% | 46% | 36% | 33% | 50% | 41% |
| | Not sure | 309 | 4% | 3% | 3% | 15% | 7% | 3% | 17% | 4% | 3% | 17% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely | 1380 | 17% | 43% | 2% | 10% | 10% | 2% | 10% | 3% | 1% | 11% |
| | Probably | 1667 | 21% | 40% | 9% | 26% | 37% | 6% | 24% | 18% | 3% | 21% |
| | Probably Not | 1478 | 19% | 10% | 24% | 19% | 28% | 24% | 19% | 38% | 19% | 16% |
| | Definitely Not | 3012 | 38% | 5% | 61% | 15% | 18% | 65% | 17% | 31% | 74% | 23% |
| | Not Sure | 361 | 5% | 3% | 4% | 30% | 6% | 4% | 31% | 10% | 3% | 29% |
| 25. Good way to provide transportation funding: annual fee on vehicles that get over 50 miles per gallon... | Definitely/Probably | 3047 | 39% | 83% | 11% | 36% | 47% | 7% | 34% | 22% | 4% | 32% |
| | Definitely/Probably NOT | 4489 | 57% | 15% | 85% | 34% | 47% | 89% | 36% | 69% | 93% | 39% |
| | Not sure | 361 | 5% | 3% | 4% | 30% | 6% | 4% | 31% | 10% | 3% | 29% |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Strongly Support | 1660 | 21% | 25% | 19% | 18% | 21% | 18% | 21% | 20% | 18% | 22% |
| | Somewhat Support | 3129 | 40% | 41% | 38% | 43% | 48% | 37% | 39% | 47% | 35% | 37% |
| | Somewhat Oppose | 1152 | 15% | 14% | 15% | 16% | 16% | 15% | 13% | 15% | 15% | 14% |
| | Strongly Oppose | 1803 | 23% | 19% | 26% | 15% | 13% | 27% | 17% | 15% | 31% | 19% |
| | Not sure | 153 | 2% | 1% | 2% | 8% | 3% | 2% | 10% | 3% | 2% | 9% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 26. Support/Oppose: tolling as a way to help pay for new state transportation projects? | Support | 4789 | 61% | 66% | 57% | 61% | 68% | 56% | 60% | 67% | 52% | 58% |
| | Oppose | 2955 | 37% | 33% | 41% | 31% | 29% | 42% | 30% | 30% | 46% | 33% |
| | Not sure | 153 | 2% | 1% | 2% | 8% | 3% | 2% | 10% | 3% | 2% | 9% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and bridges? | Strongly Support | 1426 | 18% | 21% | 16% | 17% | 19% | 16% | 19% | 17% | 16% | 19% |
| | Somewhat Support | 3157 | 40% | 42% | 38% | 47% | 50% | 38% | 39% | 49% | 34% | 38% |
| | Somewhat Oppose | 1356 | 17% | 16% | 18% | 15% | 20% | 17% | 17% | 16% | 18% | 15% |
| | Strongly Oppose | 1828 | 23% | 20% | 26% | 14% | 10% | 28% | 16% | 16% | 31% | 19% |
| | Not sure | 130 | 2% | 1% | 2% | 6% | 2% | 1% | 9% | 2% | 2% | 9% |
| 27. Support/Oppose: using tolls as a way to help pay to maintain and improve some existing state highways and | Support | 4583 | 58% | 62% | 55% | 64% | 68% | 54% | 58% | 66% | 50% | 57% |
| | Oppose | 3183 | 40% | 37% | 44% | 30% | 29% | 45% | 33% | 32% | 49% | 34% |
| | Not sure | 130 | 2% | 1% | 2% | 6% | 2% | 1% | 9% | 2% | 2% | 9% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|---|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Strongly Support | 1136 | 14% | 16% | 14% | 12% | 16% | 13% | 11% | 12% | 13% | 12% |
| | Somewhat Support | 2466 | 31% | 34% | 29% | 33% | 41% | 28% | 33% | 37% | 25% | 29% |
| | Somewhat Oppose | 1501 | 19% | 17% | 20% | 16% | 18% | 21% | 16% | 23% | 19% | 19% |
| | Strongly Oppose | 2401 | 30% | 28% | 33% | 21% | 18% | 34% | 24% | 20% | 38% | 24% |
| | Not sure | 392 | 5% | 4% | 4% | 19% | 6% | 4% | 16% | 8% | 4% | 15% |
| 28. Support/Oppose: using tolls as a way to help manage traffic congestion? | Support | 3603 | 46% | 50% | 43% | 45% | 58% | 41% | 43% | 49% | 39% | 41% |
| | Oppose | 3902 | 49% | 45% | 53% | 37% | 36% | 55% | 40% | 43% | 58% | 44% |
| | Not sure | 392 | 5% | 4% | 4% | 19% | 6% | 4% | 16% | 8% | 4% | 15% |
| 29. Which of the following statements on the use of toll money is closest to your opinion: | Specific Projects within the Toll area only | 2841 | 36% | 34% | 37% | 31% | 28% | 38% | 31% | 34% | 40% | 35% |
| | Benefits within Toll area and Local Travel Corridor | 3006 | 38% | 40% | 37% | 34% | 51% | 36% | 34% | 44% | 33% | 32% |
| | Benefits all projects statewide | 1413 | 18% | 20% | 16% | 22% | 16% | 16% | 20% | 17% | 16% | 19% |
| | Not Sure | 637 | 8% | 6% | 9% | 13% | 6% | 10% | 14% | 5% | 11% | 15% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|---|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 30. Regardless which toll option you chose, do you think toll money should be available to help fund transit? | Yes Toll money should be available for transit | 3206 | 41% | 38% | 42% | 44% | 50% | 41% | 39% | 48% | 39% | 37% |
| | No Toll money should not be available for transit | 3832 | 49% | 53% | 47% | 28% | 35% | 48% | 35% | 40% | 50% | 37% |
| | Not Sure | 859 | 11% | 9% | 11% | 28% | 15% | 11% | 26% | 13% | 11% | 26% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Strongly Support | 1176 | 15% | 41% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Support | 1710 | 22% | 59% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Oppose | 1388 | 18% | 0% | 30% | 0% | 70% | 23% | 9% | 51% | 14% | 8% |
| | Strongly Oppose | 3230 | 41% | 0% | 70% | 0% | 12% | 76% | 6% | 39% | 85% | 10% |
| | Not sure | 392 | 5% | 0% | 0% | 100% | 18% | 1% | 85% | 10% | 1% | 82% |
| 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | Support | 2887 | 37% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Oppose | 4618 | 58% | 0% | 100% | 0% | 82% | 99% | 15% | 90% | 99% | 18% |
| | Not sure | 392 | 5% | 0% | 0% | 100% | 18% | 1% | 85% | 10% | 1% | 82% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 38 | 1% | 0% | 1% | 1% | 7% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Support | 515 | 10% | 0% | 9% | 24% | 93% | 0% | 0% | 0% | 0% | 0% |
| | Somewhat Oppose | 1259 | 25% | 0% | 27% | 9% | 0% | 30% | 0% | 69% | 17% | 6% |
| | Strongly Oppose | 2909 | 58% | 0% | 63% | 3% | 0% | 70% | 0% | 22% | 83% | 8% |
| | Not sure | 288 | 6% | 0% | 1% | 63% | 0% | 0% | 100% | 9% | 0% | 86% |
| 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per gallon? | Support | 553 | 11% | 0% | 10% | 26% | 100% | 0% | 0% | 0% | 0% | 0% |
| | Oppose | 4169 | 83% | 0% | 89% | 12% | 0% | 100% | 0% | 91% | 100% | 14% |
| | Not sure | 288 | 6% | 0% | 1% | 63% | 0% | 0% | 100% | 9% | 0% | 86% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Strongly Support | 91 | 2% | 0% | 2% | 1% | 0% | 2% | 1% | 9% | 0% | 0% |
| | Somewhat Support | 936 | 21% | 0% | 20% | 34% | 0% | 20% | 33% | 91% | 0% | 0% |
| | Somewhat Oppose | 860 | 19% | 0% | 20% | 4% | 0% | 20% | 2% | 0% | 27% | 0% |
| | Strongly Oppose | 2360 | 53% | 0% | 56% | 3% | 0% | 56% | 1% | 0% | 73% | 0% |
| | Not sure | 209 | 5% | 0% | 1% | 59% | 0% | 1% | 62% | 0% | 0% | 100% |
| 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | Support | 1028 | 23% | 0% | 22% | 34% | 0% | 22% | 34% | 100% | 0% | 0% |
| | Oppose | 3220 | 72% | 0% | 77% | 7% | 0% | 77% | 4% | 0% | 100% | 0% |
| | Not sure | 209 | 5% | 0% | 1% | 59% | 0% | 1% | 62% | 0% | 0% | 100% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|-------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Driving alone in your vehicle | Exclusively (100%) | 1029 | 13% | 15% | 12% | 12% | 13% | 12% | 15% | 11% | 12% | 14% |
| | Large majority (75-99%) | 2485 | 31% | 34% | 30% | 33% | 32% | 29% | 38% | 30% | 29% | 35% |
| | Mostly (50-74%) | 1566 | 20% | 20% | 20% | 18% | 19% | 20% | 15% | 20% | 20% | 17% |
| | Some (25-49%) | 806 | 10% | 10% | 11% | 8% | 12% | 10% | 8% | 9% | 11% | 7% |
| | Very little (1-24%) | 1404 | 18% | 16% | 19% | 15% | 17% | 19% | 14% | 18% | 20% | 18% |
| | None (0%) | 607 | 8% | 6% | 8% | 14% | 6% | 9% | 10% | 11% | 8% | 9% |
| Drive alone % (High: 75%+; Med: 25-74%; Low: <25%) | High Drive alone | 3514 | 44% | 49% | 41% | 45% | 46% | 41% | 53% | 41% | 41% | 49% |
| | Med. Drive alone | 2372 | 30% | 29% | 31% | 26% | 31% | 31% | 23% | 30% | 31% | 24% |
| | Low Drive alone | 2011 | 25% | 21% | 28% | 29% | 24% | 29% | 25% | 29% | 28% | 27% |
| % of weekly trips: Carpooling or driving with someone else | Exclusively (100%) | 138 | 2% | 2% | 2% | 2% | 1% | 2% | 1% | 2% | 2% | 1% |
| | Large majority (75-99%) | 732 | 9% | 10% | 9% | 11% | 5% | 10% | 9% | 9% | 10% | 12% |
| | Mostly (50-74%) | 954 | 12% | 11% | 13% | 12% | 11% | 13% | 9% | 11% | 13% | 11% |
| | Some (25-49%) | 1189 | 15% | 14% | 16% | 13% | 20% | 15% | 11% | 16% | 15% | 12% |
| | Very little (1-24%) | 2726 | 35% | 34% | 34% | 39% | 36% | 34% | 41% | 37% | 34% | 34% |
| | None (0%) | 2158 | 27% | 29% | 27% | 24% | 27% | 26% | 29% | 25% | 27% | 29% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|---|-------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Carpool % (High: 50%+; Low: 1-49%; None: 0%) | High Carpool | 1823 | 23% | 22% | 23% | 24% | 17% | 25% | 20% | 23% | 25% | 25% |
| | Low Carpool | 3915 | 50% | 49% | 50% | 52% | 56% | 49% | 52% | 53% | 49% | 46% |
| | No Carpool | 2158 | 27% | 29% | 27% | 24% | 27% | 26% | 29% | 25% | 27% | 29% |
| % of weekly trips: Riding public transit | Exclusively (100%) | 20 | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% |
| | Large majority (75-99%) | 472 | 6% | 5% | 7% | 5% | 6% | 7% | 7% | 8% | 6% | 7% |
| | Mostly (50-74%) | 360 | 5% | 4% | 5% | 3% | 8% | 4% | 5% | 5% | 4% | 5% |
| | Some (25-49%) | 297 | 4% | 3% | 5% | 2% | 4% | 5% | 2% | 5% | 4% | 1% |
| | Very little (1-24%) | 956 | 12% | 9% | 13% | 19% | 14% | 14% | 12% | 16% | 13% | 13% |
| | None (0%) | 5792 | 73% | 79% | 70% | 70% | 69% | 70% | 73% | 66% | 72% | 74% |
| Ride Transit % (High: 50%+; Low: 1-49%; None: 0%) | High Transit | 852 | 11% | 9% | 12% | 8% | 13% | 11% | 13% | 13% | 11% | 12% |
| | Low Transit | 1253 | 16% | 12% | 18% | 21% | 18% | 18% | 14% | 21% | 17% | 14% |
| | No Transit | 5792 | 73% | 79% | 70% | 70% | 69% | 70% | 73% | 66% | 72% | 74% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|-------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| % of weekly trips: Riding a motorcycle | Exclusively (100%) | 2 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 18 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 32 | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Some (25-49%) | 84 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |
| | Very little (1-24%) | 344 | 4% | 5% | 4% | 3% | 3% | 4% | 3% | 4% | 4% | 4% |
| | None (0%) | 7417 | 94% | 93% | 94% | 96% | 96% | 94% | 95% | 95% | 94% | 95% |
| Ride a Motorcycle % | Ride a Motorcycle 1% + | 480 | 6% | 7% | 6% | 4% | 4% | 6% | 5% | 5% | 6% | 5% |
| | No Riding a Motorcycle | 7417 | 94% | 93% | 94% | 96% | 96% | 94% | 95% | 95% | 94% | 95% |
| % of weekly trips: Riding a bicycle or walking instead of driving or transit | Exclusively (100%) | 5 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 147 | 2% | 1% | 2% | 1% | 1% | 2% | 1% | 1% | 3% | 1% |
| | Mostly (50-74%) | 156 | 2% | 1% | 3% | 2% | 3% | 3% | 1% | 2% | 3% | 1% |
| | Some (25-49%) | 272 | 3% | 3% | 4% | 2% | 4% | 4% | 2% | 3% | 4% | 2% |
| | Very little (1-24%) | 1688 | 21% | 18% | 23% | 23% | 23% | 23% | 21% | 26% | 22% | 22% |
| | None (0%) | 5628 | 71% | 77% | 68% | 72% | 69% | 68% | 75% | 68% | 68% | 74% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|--------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Ride a Bike/Walk % | Ride a Bike/Walk 1%+ | 2269 | 29% | 23% | 32% | 28% | 31% | 32% | 25% | 32% | 32% | 26% |
| | No Riding a Bike/Walking | 5628 | 71% | 77% | 68% | 72% | 69% | 68% | 75% | 68% | 68% | 74% |
| % of weekly trips: Traveling some other way | Exclusively (100%) | 12 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Large majority (75-99%) | 22 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | Mostly (50-74%) | 86 | 1% | 1% | 1% | 6% | 0% | 1% | 1% | 2% | 1% | 2% |
| | Some (25-49%) | 72 | 1% | 1% | 1% | 3% | 2% | 1% | 1% | 1% | 1% | 0% |
| | Very little (1-24%) | 708 | 9% | 8% | 9% | 8% | 9% | 9% | 9% | 9% | 9% | 11% |
| | None (0%) | 6996 | 89% | 89% | 88% | 84% | 89% | 88% | 89% | 88% | 88% | 86% |
| Traveling some other way % | Other Travel 1%+ | 901 | 11% | 11% | 12% | 16% | 11% | 12% | 11% | 12% | 12% | 14% |
| | No Other Travel | 6996 | 89% | 89% | 88% | 84% | 89% | 88% | 89% | 88% | 88% | 86% |
| 36. How many total miles would you say you drive in an average year? | Less than 5000 miles | 1820 | 23% | 20% | 24% | 29% | 23% | 25% | 27% | 28% | 24% | 24% |
| | 5000 to 9999 miles | 2667 | 34% | 33% | 35% | 26% | 40% | 34% | 24% | 33% | 34% | 25% |
| | 10000 to 14999 miles | 2038 | 26% | 27% | 25% | 24% | 23% | 25% | 25% | 25% | 26% | 22% |
| | 15000 to 19999 miles | 669 | 8% | 10% | 8% | 6% | 6% | 8% | 7% | 8% | 8% | 9% |
| | 20000 or more miles | 529 | 7% | 8% | 6% | 6% | 5% | 6% | 9% | 4% | 7% | 11% |
| | Not sure | 174 | 2% | 2% | 2% | 8% | 3% | 2% | 9% | 2% | 2% | 8% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|----------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| 37. Would you describe the area you live in as: | UrbanCity | 2346 | 30% | 25% | 32% | 35% | 33% | 32% | 35% | 34% | 31% | 33% |
| | Suburban | 2456 | 31% | 34% | 30% | 24% | 31% | 29% | 27% | 27% | 30% | 24% |
| | Small town | 1360 | 17% | 18% | 17% | 16% | 16% | 17% | 13% | 16% | 17% | 15% |
| | Rural | 1675 | 21% | 22% | 21% | 25% | 19% | 21% | 25% | 22% | 20% | 27% |
| | Not sure | 60 | 1% | 1% | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 1% |
| How many people live in your household including you? | 1 | 1143 | 15% | 14% | 15% | 20% | 20% | 15% | 23% | 16% | 14% | 24% |
| | 2 | 3516 | 46% | 47% | 46% | 42% | 47% | 46% | 40% | 45% | 45% | 43% |
| | 3 | 1200 | 16% | 15% | 16% | 17% | 16% | 16% | 18% | 17% | 16% | 15% |
| | 4 | 942 | 12% | 13% | 12% | 12% | 8% | 12% | 8% | 13% | 12% | 8% |
| | 5+ | 783 | 10% | 10% | 10% | 10% | 9% | 10% | 11% | 9% | 11% | 11% |
| | Prefer not to answer | 29 | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% |
| How many children under18 year of age live in your household | 0 | 5254 | 69% | 69% | 69% | 74% | 72% | 69% | 72% | 69% | 69% | 72% |
| | 1 | 874 | 12% | 11% | 12% | 12% | 13% | 12% | 12% | 14% | 11% | 11% |
| | 2 | 621 | 8% | 9% | 8% | 5% | 5% | 8% | 6% | 6% | 9% | 7% |
| | 3+ | 738 | 10% | 10% | 10% | 7% | 10% | 10% | 6% | 10% | 10% | 6% |
| | Prefer not to answer | 110 | 1% | 1% | 2% | 3% | 1% | 2% | 4% | 1% | 2% | 4% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|---------------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| Which of the following ranges best describes your total annual household income before taxes | Under \$15,000 | 245 | 3% | 3% | 3% | 4% | 2% | 3% | 6% | 5% | 3% | 5% |
| | \$15,000 to \$24,999 | 346 | 5% | 5% | 4% | 6% | 5% | 4% | 8% | 4% | 4% | 8% |
| | \$25,000 to \$34,999 | 487 | 6% | 7% | 6% | 3% | 8% | 6% | 5% | 4% | 7% | 4% |
| | \$35,000 to \$49,999 | 790 | 10% | 10% | 11% | 13% | 11% | 11% | 10% | 15% | 10% | 8% |
| | \$50,000 to \$74,999 | 1457 | 19% | 18% | 20% | 21% | 21% | 20% | 17% | 21% | 19% | 17% |
| | \$75,000 to \$99,999 | 1127 | 15% | 16% | 14% | 15% | 17% | 14% | 17% | 14% | 14% | 20% |
| | \$100,000 to \$149,999 | 1143 | 15% | 16% | 15% | 11% | 13% | 15% | 11% | 14% | 15% | 10% |
| | \$150,000 or more | 591 | 8% | 8% | 8% | 4% | 8% | 8% | 5% | 7% | 8% | 6% |
| | Prefer not to answer | 1406 | 19% | 18% | 19% | 21% | 15% | 19% | 22% | 16% | 20% | 21% |
| Which of the following best describes your ethnic origin | Caucasian | 5978 | 79% | 81% | 78% | 80% | 81% | 78% | 80% | 81% | 77% | 77% |
| | Hispanic | 116 | 2% | 1% | 2% | 3% | 2% | 2% | 1% | 2% | 1% | 1% |
| | African/American | 94 | 1% | 1% | 1% | 2% | 3% | 1% | 2% | 1% | 1% | 2% |
| | Asian/Pacific Islander | 164 | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% | 1% |
| | Native American (Indian Nation) | 86 | 1% | 1% | 1% | 1% | 1% | 1% | 2% | 1% | 1% | 0% |
| | Other | 193 | 3% | 2% | 3% | 2% | 1% | 3% | 3% | 3% | 3% | 3% |
| | Prefer not to answer | 900 | 12% | 11% | 13% | 10% | 7% | 13% | 12% | 9% | 14% | 16% |

| | | N | % | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 miles per gallon? | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get over 50 miles per ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 miles per gallon? | | |
|--|------------------------|------|-----|--|--------|----------|---|--------|----------|--|--------|----------|
| | | | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| | | | | % | % | % | % | % | % | % | % | % |
| What is your current employment status | Employed Full-time | 4001 | 53% | 55% | 53% | 46% | 52% | 53% | 45% | 52% | 52% | 51% |
| | Employed Part-time | 750 | 10% | 9% | 10% | 15% | 11% | 11% | 11% | 12% | 10% | 10% |
| | Student and Employed | 108 | 1% | 1% | 2% | 1% | 3% | 2% | 1% | 1% | 2% | 1% |
| | Student / Not Employed | 130 | 2% | 2% | 2% | 1% | 3% | 1% | 1% | 1% | 1% | 1% |
| | Homemaker | 254 | 3% | 3% | 3% | 3% | 3% | 3% | 4% | 3% | 3% | 3% |
| | Military Personnel | 23 | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% |
| | Retired | 1536 | 20% | 20% | 21% | 21% | 20% | 21% | 23% | 22% | 21% | 20% |
| | Not Currently Employed | 300 | 4% | 4% | 4% | 4% | 3% | 4% | 5% | 4% | 4% | 3% |
| | Prefer not to answer | 429 | 6% | 6% | 5% | 8% | 4% | 6% | 10% | 4% | 6% | 10% |

Means

| | All | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 ... | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 ... | | |
|---|--------|--|--------|----------|---|--------|----------|--|--------|----------|
| | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| Number of cases | 7897 | 2887 | 4618 | 392 | 553 | 4169 | 288 | 1028 | 3220 | 209 |
| Row percent | 100.0% | 36.6% | 58.5% | 5.0% | 11.0% | 83.2% | 5.8% | 23.1% | 72.2% | 4.7% |
| 1. Rating: WA Transportation System ... | 2.08 | 2.05 | 2.10 | 2.09 | 2.19 | 2.09 | 2.07 | 2.13 | 2.08 | 2.06 |
| 2. Rating: Your Local Transportation ... | 1.99 | 1.94 | 2.01 | 2.07 | 2.12 | 2.00 | 2.00 | 2.06 | 1.99 | 1.93 |
| 3. Rating: State giving your area it | 1.94 | 1.89 | 1.98 | 1.94 | 2.05 | 1.96 | 2.01 | 1.98 | 1.95 | 2.00 |
| 9. Preservation - Avg % | 45.40 | 48.48 | 43.17 | 48.88 | 54.54 | 42.12 | 44.35 | 47.86 | 40.18 | 46.88 |
| 10. New lanes- Avg % | 24.14 | 28.43 | 21.33 | 25.61 | 29.89 | 20.21 | 26.93 | 24.05 | 19.21 | 25.97 |
| 11. Transit/rail - Avg % | 37.48 | 34.07 | 39.43 | 39.70 | 47.14 | 38.56 | 37.59 | 42.49 | 37.19 | 39.02 |
| 12. Bike/sidewalk - Avg % | 29.99 | 25.40 | 32.79 | 30.82 | 37.57 | 32.28 | 28.25 | 35.46 | 30.95 | 31.58 |
| 13. Ferries - Avg % | 28.66 | 28.68 | 28.45 | 30.95 | 36.70 | 27.63 | 27.87 | 31.59 | 26.34 | 28.37 |
| 9. Preservation Funding | 453.95 | 484.77 | 431.72 | 488.82 | 545.36 | 421.21 | 443.45 | 478.59 | 401.80 | 468.77 |
| 10. New lanes Funding | 159.30 | 187.63 | 140.76 | 169.04 | 197.25 | 133.38 | 177.73 | 158.76 | 126.77 | 171.43 |
| 11. Transit/rail Funding | 98.95 | 89.94 | 104.09 | 104.80 | 124.44 | 101.79 | 99.25 | 112.17 | 98.18 | 103.01 |
| 12. Bike/sidewalk Funding | 9.90 | 8.38 | 10.82 | 10.17 | 12.40 | 10.65 | 9.32 | 11.70 | 10.21 | 10.42 |
| 13. Ferries Funding | 40.98 | 41.01 | 40.68 | 44.26 | 52.48 | 39.51 | 39.85 | 45.17 | 37.67 | 40.56 |
| Q9-13. Total Funded | 763.08 | 811.72 | 728.08 | 817.10 | 931.92 | 706.55 | 769.61 | 806.39 | 674.63 | 794.19 |
| Q9-13. Total Cost | 25.18 | 26.79 | 24.03 | 26.96 | 30.75 | 23.32 | 25.40 | 26.61 | 22.26 | 26.21 |
| Q9-13. Percent Funded | .36 | .39 | .35 | .39 | .44 | .34 | .37 | .38 | .32 | .38 |
| 14. Gas Tax - Raised | 150.29 | 147.11 | 151.72 | 156.83 | 186.97 | 147.68 | 149.38 | 166.04 | 141.80 | 150.33 |
| 14. Gas Tax - Cost | 5.05 | 4.94 | 5.10 | 5.27 | 6.28 | 4.96 | 5.02 | 5.58 | 4.77 | 5.05 |
| 15. MVET - Raised | 244.61 | 245.54 | 244.69 | 236.77 | 325.62 | 236.00 | 204.39 | 283.56 | 218.72 | 224.62 |
| 15. MVET - Cost | 8.85 | 8.88 | 8.85 | 8.56 | 11.78 | 8.54 | 7.39 | 10.26 | 7.91 | 8.12 |
| 16. VLF - Raised | 158.83 | 167.85 | 154.18 | 147.25 | 204.84 | 146.92 | 152.50 | 178.35 | 137.91 | 138.80 |
| 16. VLF - Cost | 4.19 | 4.43 | 4.07 | 3.89 | 5.41 | 3.88 | 4.03 | 4.71 | 3.64 | 3.67 |
| Q14-16. Total Raised | 553.72 | 560.51 | 550.58 | 540.85 | 717.43 | 530.60 | 506.27 | 627.96 | 498.44 | 513.74 |
| Q14-16. Total Cost | 18.09 | 18.26 | 18.02 | 17.72 | 23.47 | 17.38 | 16.44 | 20.55 | 16.32 | 16.84 |
| Shortfall | 209.35 | 251.22 | 177.50 | 276.25 | 214.49 | 175.95 | 263.34 | 178.43 | 176.19 | 280.45 |
| % of Funding Raised | .87 | .80 | .83 | 1.91 | .88 | .90 | 1.12 | .98 | .88 | 1.18 |
| 34a. % of weekly trips: Driving alone in your ... | 56.29 | 60.18 | 53.96 | 55.08 | 57.56 | 53.13 | 60.57 | 53.48 | 53.35 | 58.28 |
| 34b. % of weekly trips: Carpooling | 24.85 | 24.31 | 25.10 | 25.87 | 22.00 | 25.83 | 21.52 | 25.41 | 25.63 | 24.91 |
| 34c. % of weekly trips: Riding public transit | 10.09 | 8.46 | 11.23 | 8.60 | 11.80 | 10.90 | 11.45 | 12.39 | 10.49 | 10.60 |
| 34d. % of weekly trips: Riding a motorcycle | 1.15 | 1.38 | 1.03 | .83 | .87 | 1.04 | .85 | .79 | 1.14 | .57 |
| 34e. % of weekly trips: Riding a ... | 5.64 | 3.96 | 6.75 | 4.92 | 6.01 | 6.88 | 3.89 | 5.46 | 7.27 | 3.56 |

Means

| | | 31. Support/Oppose: a \$200 per year flat fee on vehicles that get over 50 ... | | | 32. Support/Oppose: a flat fee of \$125 per year on vehicles that get ... | | | 33. Support/Oppose: a flat fee of \$50 per year on vehicles that get over 50 ... | | |
|--|-------------|--|--------|----------|---|--------|----------|--|--------|----------|
| | | Support | Oppose | Not sure | Support | Oppose | Not sure | Support | Oppose | Not sure |
| 34f. % of weekly trips: Traveling some other ... | All 1.98 | 1.71 | 1.93 | 4.69 | 1.76 | 2.22 | 1.72 | 2.47 | 2.11 | 2.08 |